Gen. Supt. Office, S. P. Co.
MAR 28 1902
San Francisco, Cal.

81
4/17/02

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

80

## TIME TABLE

FOR THE

## WESTERN DIVISION.

To Take Effect Sunday, March 30, 1902, at 7:05 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public. The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
*General Manager.*

JAS. AGLER,
*Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

W. S. PALMER,
*Superintendent.*

JAS. C. WILDER,
*Asst. Superintendent.*

# WESTERN DIVISION: San Francisco and Port Costa.

## FROM SAN FRANCISCO.

TIME TABLE
No. 80.
Mar. 30, 1902.

| Third Class. | | | | | | Second Class. | | | | First Class. | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 274 | 268 | 250 | 246 | 242 | 202 | 252 | 222 | 220 | | 84 | 50 | 48 | 46 | 44 | 42 | 26 | 20 | 18 | 16 | 12 | 8 | 6 | 4 | 2 | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. |
| Sacramento Freight | Way Freight | Tracy Freight | Stockton and Fresno Freight | El Paso Freight | Sacramento Freight | Freight | Oregon Freight | C. P. Through Freight | | Stockton Passenger | Fresno Passenger | ★Martinez Passenger | Martinez Passenger | San Ramon, Calistoga & Santa Rosa Passenger | San Ramon, Calistoga & Santa Rosa Passenger | The Owl | Sacramento Passenger | Sacramento and Oroville Passenger | Oregon Express | Oregon Express | Los Angeles Express | C. P. Atlantic Express | C. P. Atlantic Express | Overland Limited | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | PM LV<br>5.00 | PM LV<br>5.00 | PM LV<br>7.00 | AM LV<br>9.30 | PM LV<br>4.00 | AM LV<br>7.30 | PM LV<br>4.30 | AM LV<br>7.00 | PM LV<br>3.00 | PM LV<br>8.05 | AM LV<br>8.30 | AM LV<br>9.00 | PM LV<br>6.00 | AM LV<br>8.00 | AM LV<br>10.00 | .... | 0.00 | .DN. **SAN FRANCISCO**<br>4.50 |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | s5.28 | s 5.34 | s 7.27 | s 9.55 | s 4.28 | s 7.58 | s 4.58 | s 7.28 | s 3.26 | s 8.38 | s 9.01 | s 9.32 | s 6.37 | s 8.30 | s 10.30 | | 4.50 | .DN. **OAKLAND PIER**<br>1.39 |
| AM LV<br>5.45 | AM LV<br>7.35 | AM LV<br>11.25 | PM LV<br>9.55 | PM LV<br>1.40 | AM LV<br>12.40 | AM LV<br>1.30 | PM LV<br>11.00 | AM LV<br>3.00 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 4 | 5.89 | .DN. **West Oakland** W<br>0.60 |
| 5.55 | 7.45 | 11.34 | 10.05 | 1.50 | 12.50 | 1.40 | 11.10 | 3.10 | ...... | s5.35 | s 5.43 | s 7.33 | s 10.01 | s 4.34 | s 8.04 | s 5.05 | s 7.34 | s 3.33 | s 8.44 | s 9.08 | s 9.39 | s 6.44 | s 8.37 | s 10.36 | | 6.49 | .D.. **Oakland**<br>1.14 |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 3 | 7.63 | ..... **Emery**<br>1.12 |
| 6.03 | 7.55 | 11.41 | 10.13 | 1.57 | 12.57 | 1.47 | 11.17 | 3.18 | ...... | 5.40 | 5.50 | 7.39 | 10.06 | 4.38 | 8.09 | 5.10 | 7.39 | 3.39 | 8.50 | 9.13 | 9.44 | 6.49 | 8.42 | 10.41 | 2¼ | 8.75 | .D.. **Stock Yards**<br>1.67 |
| 6.08 | **8.12** | 11.47 | 10.18 | 2.02 | 1.02 | 1.52 | 11.22 | 3.23 | ...... | 5.43 | 5.53 | 7.43 | 10.10 | 4.41 | **8.12** | 5.13 | 7.42 | 3.42 | 8.53 | 9.16 | 9.47 | 6.52 | 8.45 | 10.44 | | 10.42 | ..... **West Berkeley**<br>1.26 |
| 6.11 | 8.24 | 11.50 | 10.21 | 2.06 | 1.06 | 1.56 | 11.26 | 3.26 | ...... | 5.45 | 5.55 | f 7.46 | f 10.13 | 4.43 | 8.14 | 5.15 | f 7.45 | f 3.45 | 8.55 | 9.18 | 9.49 | 6.54 | 8.47 | 10.46 | | 11.68 | ..... **Fleming**<br>0.50 |
| 6.13 | 8.28 | 11.52 | 10.23 | 2.08 | 1.08 | 1.58 | 11.28 | 3.28 | ...... | 5.46 | 5.56 | 7.47 | 10.14 | 4.44 | 8.15 | 5.16 | 7.46 | 3.46 | 8.56 | 9.19 | 9.50 | 6.55 | 8.48 | 10.47 | 3½ | 12.18 | ..... **Nobel**<br>0.59 |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | f ..... | f ..... | ...... | ...... | ...... | f ..... | f ..... | ...... | ...... | ...... | ...... | ...... | ...... | | 12.77 | ..... **Point Isabel**<br>1.15 |
| 6.18 | **8.50** | 11.58 | 10.28 | 2.13 | 1.13 | 2.03 | 11.33 | 3.34 | ...... | 5.48 | 5.58 | s 7.51 | s 10.17 | 4.46 | 8.17 | 5.18 | s 7.50 | s 3.50 | 8.58 | 9.21 | 9.52 | 6.57 | **8.50** | 10.49 | 3¾ | 13.92 | .D.. **Stege**<br>3.67 |
| 6.30 | 9.08 | PM<br>12.09 | 10.40 | 2.25 | 1.25 | 2.15 | 11.45 | 3.46 | ...... | 5.53 | 6.03 | s 8.00 | s 10.25 | 4.52 | 8.23 | 5.23 | s 7.58 | s 3.58 | 9.04 | 9.27 | 9.58 | 7.03 | 8.56 | 10.54 | 2¼ | 17.59 | .DN. **San Pablo** W<br>2.13 |
| 6.36 | 9.15 | 12.16 | 10.46 | 2.32 | 1.32 | 2.22 | 11.51 | 3.53 | ...... | 5.56 | 6.07 | f 8.04 | f 10.29 | 4.55 | 8.26 | 5.26 | s 8.02 | s 4.03 | 9.07 | 9.30 | 10.01 | 7.06 | 8.59 | 10.57 | 1¼ | 19.72 | ..... **Giant**<br>1.10 |
| 6.39 | **9.32** | 12.19 | 10.49 | 2.35 | 1.35 | 2.25 | 11.55 | 3.57 | ...... | 5.58 | 6.09 | f 8.07 | f 10.32 | 4.57 | 8.28 | 5.28 | 8.05 | 4.06 | 9.09 | **9.32** | 10.03 | 7.08 | 9.01 | 10.59 | 4 | 20.82 | .D.. **Sobrante**<br>3.20 |
| 6.49 | **10.08** | 12.29 | 10.59 | 2.45 | 1.45 | 2.35 | AM<br>12.05 | 4.07 | ...... | 6.03 | 6.14 | s 8.15 | s 10.40 | 5.02 | 8.33 | 5.33 | s 8.12 | s 4.13 | 9.14 | 9.37 | **10.08** | 7.13 | 9.06 | 11.04 | | 24.02 | .D.. **Pinole**<br>0.78 |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 3 | 24.80 | ..... **Hercules**<br>1.66 |
| 6.56 | **10.46**}<br>**11.07**} | 12.37 | 11.06 | 2.52 | 1.52 | 2.42 | 12.12 | 4.15 | ...... | 6.07 | 6.18 | s 8.21 | s **10.46** | 5.07 | 8.38 | 5.37 | s 8.18 | s 4.19 | 9.18 | 9.41 | 10.12 | 7.17 | 9.10 | **11.07** | | 26.46 | .D.. **Rodeo**<br>1.02 |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | | 27.48 | ..... **Oleum** (Spu<br>0.66 |
| 7.02 | 11.30 | 12.43 | 11.12 | 2.58 | 1.59 | 2.48 | 12.18 | 4.21 | ...... | 6.10 | 6.21 | f 8.25 | f 10.50 | 5.10 | 8.41 | 5.40 | f 8.22 | f 4.23 | 9.21 | 9.44 | 10.15 | 7.20 | 9.13 | 11.10 | 3½ | 28.14 | .N.. **Tormey**<br>0.87 |
| 7.04 | 11.38 | 12.45 | 11.14 | 3.00 | 2.01 | 2.50 | 12.20 | 4.23 | ...... | 6.11 | 6.22 | s 8.27 | s 10.52 | 5.11}<br>5.16} | 8.42}<br>8.50} | 5.41 | s 8.23 | s 4.25 | 9.22 | 9.45 | s 10.16 | s 7.22 | 9.14 | 11.11 | 1½ | 29.01 | .D.. **VALLEJO JUNCT.**<br>0.96 |
| 7.07 | 11.50 | 12.48 | 11.17 | 3.03 | 2.04 | 2.53 | 12.23 | 4.27 | ...... | 6.13 | 6.24 | s 8.29 | s 10.55 | s 5.19 | s 8.53 | 5.43 | s 8.26 | s 4.28 | 9.24 | 9.47 | 10.19 | 7.25 | 9.16 | 11.13 | 3 | 29.97 | .D.. **Crockett**<br>2.20 |
| 7.14<br>AM AR | PM<br>12.15<br>PM AR | 12.55<br>PM AR | 11.25<br>PM AR | 3.10<br>PM AR | 2.10<br>AM AR | 3.00<br>AM AR | 12.30<br>AM AR | 4.35<br>AM AR | ...... | s6.20<br>PM AR | s 6.31<br>PM AR | s 8.35<br>PM AR | s 11.01<br>AM AR | s 5.25<br>PM AR | s 8.59<br>AM AR | s 5.50<br>PM AR | s 8.33<br>AM AR | s 4.35<br>PM AR | s 9.30<br>PM AR | s 9.53<br>AM AR | s 10.25<br>AM AR | s 7.30<br>PM AR | s 9.20<br>AM AR | s 11.17<br>AM AR | | 32.17 | .DN. **PORT COSTA** |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| (1.29) | (4.40) | (1.30) | (1.30) | (1.30) | (1.30) | (1.30) | (1.30) | (1.35) | | (0.52) | (0.57) | (1.08) | (1.06) | (0.57) | (1.01) | (0.52) | (1.05) | (1.09) | (0.52) | (0.52) | (0.53) | (0.53) | (0.50) | (0.47) | | | (32.17) |

★ Steamer will connect at Vallejo Junction for Vallejo on *Sunday only.*

***Trains will stop as follows:***

At Barrett, Nos. 18, 20, 46 and 48 on signal.
At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44, 46 and 48 on signal.

**All trains must get orders or clearance cards before leaving Oakland Pier or West Oakland.**

# WESTERN DIVISION: San Francisco and Port Costa.

## TOWARD SAN FRANCISCO.

TIME TABLE
No. 80.
Mar. 30, 1902.

| STATIONS. | DISTANCE FROM PORT COSTA. | Minimum running time between stations for freight trains—minutes. | First Class. | | | | | | | | | | | | | | | | | Second Class. | | | Third Class. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1<br>Overland Limited<br>Daily | 3<br>C. P. Pacific Express<br>Daily | 5<br>C. P. Pacific Express<br>Daily | 7<br>Los Angeles Express<br>Daily | 11<br>California Express<br>Daily | 15<br>California Express<br>Daily | 17<br>Oroville & Sacram'to Passenger<br>Daily | 19<br>Sacram'to Passenger<br>Daily | 25<br>The Owl<br>Daily | 41<br>Santa Rosa, Calistoga & San Ramon Passenger<br>Daily | 43<br>Santa Rosa, Calistoga & San Ramon Passenger<br>Daily | 45<br>Martinez & Vallejo Passenger<br>Daily | 47<br>Martinez & Vallejo Passenger<br>Daily | 49<br>Fresno and Lodi Passenger<br>Daily | 81<br>Stockton Passenger<br>Daily | 83<br>Visalia & Stockton Passenger<br>Daily | | 217<br>Ogden Freight<br>Daily | 219<br>Ogden Freight<br>Daily | 251<br>Freight<br>Daily | 201<br>Ogden Freight<br>Daily | 221<br>Oregon Freight<br>Daily | 241<br>El Paso Freight<br>Daily | 249<br>Tracy Freight<br>Daily Ex. Sun. | 265<br>Freight<br>Daily | 267<br>Way Freight<br>Daily Ex. Sun. | 273<br>Sacramento Freight<br>Daily Ex. Sun. |
| .DN. **SAN FRANCISCO**...<br>4.50 | *32.17* | .... | P M AR<br>5.25 | A M AR<br>8.25 | P M AR<br>4.25 | A M AR<br>8.25 | P M AR<br>7.55 | A M AR<br>8.55 | A M AR<br>10.55 | P M AR<br>6.55 | A M AR<br>8.55 | A M AR<br>9.25 | P M AR<br>6.25 | P M AR<br>7.55 | A M AR<br>11.25 | P M AR<br>12.25 | A M AR<br>10.25 | P M AR<br>4.55 | ..... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| .DN. **OAKLAND PIER**....<br>1.39 | *27.67* | .... | s4.45 | s 7.40 | s3.42 | s7.50 | s7.20 | s8.10 | s10.10 | s6.20 | s8.20 | s 8.50 | s 5.50 | s7.10 | s10.50 | P M<br>s11.50 | s9.50 | s4.20 | ..... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| .DN. **West Oakland**..**W**.<br>0.60 | *26.28* | 5 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ..... | P M AR<br>4.10 | A M AR<br>2.00 | A M AR<br>3.20 | A M AR<br>1.00 | A M AR<br>5.30 | A M AR<br>10.40 | P M AR<br>2.45 | A M AR<br>7.00 | P M AR<br>5.25 | P M AR<br>2.30 |
| .D.. **Oakland**.........<br>1.14 | *25.68* | | s4.40 | s 7.32 | s3.37 | s7.44 | s7.15 | s8.03 | s10.04 | s6.13 | s8.14 | s 8.44 | s 5.45 | s7.03 | s10.44 | s11.44 | s9.45 | s4.14 | ..... | 4.00 | 1.50 | 3.10 | 12.50 | 5.20 | 10.30 | 2.35 | 6.50 | 5.15 | 2.20 |
| .....**Emery**..........<br>1.12 | *24.54* | 5 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ..... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| .D.. **Stock Yards**......<br>1.67 | *23.42* | 4½ | 4.35 | 7.27 | 3.32 | 7.39 | 7.11 | 7.58 | 9.59 | 6.07 | 8.09 | 8.39 | 5.41 | 6.58 | f10.38 | 11.39 | 9.40 | 4.09 | ..... | 3.52 | 1.42 | 3.02 | 12.42 | 5.11 | 10.22 | 2.28 | 6.42 | 5.07 | 2.12 |
| .....**West Berkeley**....<br>1.26 | *21.75* | | 4.32 | 7.24 | 3.29 | 7.36 | 7.08 | 7.55 | 9.56 | 6.04 | 8.06 | 8.36 | 5.38 | 6.55 | 10.34 | 11.36 | 9.37 | 4.06 | ..... | 3.46 | 1.37 | 2.57 | 12.37 | 5.05 | 10.17 | 2.23 | 6.37 | 5.00 | 2.07 |
| .....**Fleming**..........<br>0.50 | *20.49* | | 4.30 | 7.21 | 3.26 | 7.33 | 7.06 | 7.52 | 9.53 | f6.01 | 8.03 | f 8.32 | 5.36 | 6.53 | f10.30 | 11.34 | 9.35 | 4.03 | ..... | 3.41 | 1.33 | 2.53 | 12.32 | 5.00 | 10.12 | 2.18 | 6.33 | 4.50 | 2.03 |
| .....**Nobel**............<br>0.59 | *19.99* | 7 | 4.29 | 7.20 | 3.25 | 7.32 | 7.05 | 7.51 | 9.52 | 5.59 | 8.02 | 8.31 | 5.35 | 6.52 | 10.29 | 11.33 | 9.34 | 4.02 | ..... | 3.39 | 1.31 | 2.51 | 12.30 | 4.58 | 10.10 | 2.16 | 6.31 | 4.45 | 2.01 |
| .....**Point Isabel**.......<br>1.15 | *19.40* | | ...... | ...... | ...... | ...... | ...... | ...... | ...... | f .... | ...... | ...... | ...... | ...... | f .... | ...... | ...... | ...... | ..... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| .D.. **Stege**............<br>3.67 | *18.25* | 7½ | **4.27** | 7.17 | 3.23 | 7.30 | 7.03 | 7.49 | 9.49 | s5.57 | 8.00 | s 8.28 | 5.33 | 6.50 | s10.26 | 11.31 | 9.32 | **4.00** | ..... | 3.34 | 1.27 | 2.47 | 12.24 | 4.52 | 10.05 | 2.12 | 6.27 | **4.27**<br>**4.00** | 1.57 |
| .DN. **San Pablo**......**W**.<br>2.13 | *14.58* | 4½ | 4.22 | 7.10 | **3.17** | 7.24 | 6.58 | 7.44 | **9.42** | s5.49 | 7.55 | s 8.21 | 5.28 | 6.45 | s10.18 | 11.25 | **9.27** | 3.55 | ..... | **3.17** | 1.15 | 2.35 | 12.12 | 4.40 | **9.42**<br>**9.27** | 2.01 | 6.15 | 3.35 | 1.45 |
| .....**Giant**............<br>1.10 | *12.45* | 2½ | 4.19 | 7.06 | 3.14 | 7.21 | 6.55 | 7.40 | 9.38 | f5.44 | 7.51 | f 8.17 | 5.25 | 6.42 | s10.14 | 11.21 | 9.24 | ⋆3.51 | ..... | 2.58 | 1.08 | 2.28 | 12.05 | 4:32 | 9.08 | 1.54 | 6.08 | 3.25 | 1.38 |
| .D.. **[illegible]brante**........<br>3.20 | *11.35* | 8 | 4.17 | 7.04 | **3.12** | 7.19 | 6.53 | 7.38 | 9.36 | f5.41 | 7.49 | f 8.15 | 5.23 | 6.40 | 10.11 | 11.19 | 9.22 | 3.49 | ..... | **2.54** | 1.05 | 2.25 | 12.02 | 4.29 | 9.05 | 1.51 | 6.05 | **3.12**<br>**2.54** | 1.35 |
| .D.. **Pinole**...........<br>0.78 | *8.15* | | 4.12 | 6.58 | 3.07 | 7.14 | 6.48 | 7.33 | 9.30 | s5.34 | 7.44 | s 8.09 | 5.18 | 6.35 | s10.05 | 11.14 | 9.17 | ⋆3.44 | ..... | 2.43 | 12.55 | 2.15 | A M<br>11.52 | 4.17 | 8.55 | 1.41 | 5.55 | 2.21 | 1.25 |
| .....**Hercules**.........<br>1.66 | *7.37* | 6 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ..... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| .D.. **Rodeo**............<br>1.02 | *5.71* | | 4.08 | 6.53 | 3.02 | 7.10 | 6.44 | 7.29 | 9.25 | s5.28 | 7.40 | s 8.03 | 5.14 | 6.31 | s 9.59 | 11.10 | 9.13 | 3.40 | ..... | 2.34 | 12.48 | 2.08 | 11.43 | 4.09 | 8.48 | 1.33 | 5.48 | 2.02 | 1.18 |
| .....**Oleum**........(Spur).<br>0.66 | *4.69* | 6¼ | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ..... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| .N.. **Tormey**...........<br>0.87 | *4.03* | | 4.05 | 6.50 | 2.59 | 7.07 | 6.40 | 7.26 | 9.22 | f5.24 | 7.37 | 7.58 | 5.11 | 6.28 | 9.56 | 11.07 | 9.10 | 3.37 | ..... | 2.28 | 12.42 | 2.02 | 11.37 | 4.02 | 8.42 | 1.27 | 5.42 | 1.50 | 1.12 |
| .D.. **VALLEJO JUNCT.** ..<br>0.96 | *3.16* | 3 | 4.04 | 6.49 | 2.58 | 7.06 | s6.39 | 7.25 | 9.21 | s5.22 | 7.36 | 7.57<br>7.52 | 5.10<br>5.00 | 6.27<br>6.23 | s 9.55 | s11.06 | 9.09 | s3.36 | ..... | 2.25 | 12.40 | 2.00 | 11.35 | 4.00 | 8.40 | 1.25 | 5.40 | 1.40 | 1.10 |
| .D.. **Crockett**.........<br>2.20 | *2.20* | 6 | 4.02 | 6.47 | 2.56 | 7.04 | 6.37 | 7.23 | 9.19 | s5.20 | 7.34 | s 7.50 | s 4.58 | s6.20 | s 9.52 | 11.04 | 9.07 | 3.34 | ..... | 2.21 | 12.37 | 1.57 | 11.32 | 3.57 | 8.37 | 1.22 | 5.37 | 1.35 | 1.07 |
| .DN. **PORT COSTA**...**W**. | *0.00* | | 3.58<br>P M LV | s 6.43<br>A M LV | 2.52<br>P M LV | 7.00<br>A M LV | s6.32<br>P M LV | s7.19<br>A M LV | s 9.15<br>A M LV | s5.15<br>P M LV | 7.30<br>A M LV | 7.45<br>A M LV | 4.53<br>P M LV | 6.15<br>P M LV | 9.47<br>A M LV | 11.00<br>A M LV | 9.03<br>A M LV | 3.30<br>P M LV | ..... | 2.13<br>P M LV | 12.30<br>A M LV | 1.50<br>A M LV | 11.25<br>P M LV | 3.50<br>A M LV | 8.30<br>A M LV | 1.15<br>P M LV | 5.30<br>A M LV | 1.25<br>P M LV | 1.00<br>P M LV |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sun. |
| (32.17) | | | (0.47) | (0.57) | (0.50) | (0.50) | (0.48) | (0.51) | (0.55) | (1.05) | (0.50) | (1.05) | (0.57) | (0.55) | (1.03) | (0.50) | (0.47) | (0.50) | | (1.57) | (1.30) | (1.30) | (1.35) | (1.40) | (2.10) | (1.35) | (1.30) | (4.00) | (1.30) |

⋆Train No. 83 will stop on signal at Pinole and Giant on Saturday.

***Trains will stop as follows:***

At Barrett, Nos. 19, 41 and 47 on signal.
At Krieger, Nos. 19, 41 and 47 on signal.
At Eckleys, Nos. 41, 45 and 47 on signal.

**All trains must get orders or clearance cards before leaving Port Costa.**

# WESTERN DIVISION: Port Costa and Sacramento.

## FROM SAN FRANCISCO.

| Third Class. | | | | | | Second Class. | | | | | First Class. | | | | | | | | | | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 80. Mar. 30, 1902. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 276 | 274 | 270 | 202 | | | 272 | 222 | 220 | | | 56 | 54 | 20 | 18 | 16 | 12 | 6 | 4 | 2 | | | |
| | | Red Bluff Freight | Way Freight | Red Bluff Freight | Sacramento Freight | | | Portland Fast Freight | Oregon Freight | C. P. Through Freight | | | Oroville Passenger | Oroville Passenger | Sacramento Passenger | Sacramento and Oroville Passenger | Oregon Express | Oregon Express | C. P. Atlantic Express | C. P. Atlantic Express | Overland Limited | | | |
| | | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily | | | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | STATIONS. |
| | | | | | | | | | | | | | | | AM LV<br>7.00 | PM LV<br>3.00 | PM LV<br>8.05 | AM LV<br>8.30 | PM LV<br>6.00 | AM LV<br>8.00 | AM LV<br>10.00 | | 0.00 | **SAN FRANCISCO**<br>32.17 |
| | | | | | | | | | | | | | | | | | | | | | | | 32.17 | .DN. **PORT COSTA** W.<br>1.08 |
| | | | Ferry<br>AM LV<br>**8.55** | | Ferry<br>AM LV<br>**3.00** | | | | Ferry<br>AM LV<br>1.20 | Ferry<br>AM LV<br>5.25 | | | | | Ferry<br>AM LV<br>*s* **8.55** | Ferry<br>PM LV<br>*s* **4.57** | Ferry<br>PM LV<br>*s* 10.00 | Ferry<br>AM LV<br>*s* 10.15 | Ferry<br>PM LV<br>*s* 8.00 | Ferry<br>AM LV<br>*s* 9.43 | Ferry<br>AM LV<br>11.35 | | 33.25 | .DN. **BENICIA** W.<br>0.88 |
| | | | 9.07 | | 3.03 | | | | 1.24 | 5.28 | | | | | *f* 8.57 | *f* 4.59 | 10.02 | 10.17 | 8.02 | 9.45 | 11.37 | 2 | 34.13 | **Mail Dock**<br>0.73 |
| | | | 9.10 | | 3.07 | | | | 1.27 | 5.31 | | | | | *f* 8.58 | *f* 5.01 | 10.03 | 10.18 | 8.03 | 9.47 | 11.38 | 1 | 34.86 | **Army Point**<br>4.15 |
| | | | 9.25 | | 3.23 | | | | 1.46 | **5.58** | | | | | *f* 9.06 | *f* 5.09 | **10.11** | 10.26 | 8.11 | 9.55 | **11.43** | 5 | 39.01 | .DN. **Goodyear** W.<br>1.03 |
| | | | | | | | | | | | | | | | | | | | | | | | 40.04 | **Hoyt** (Spur)<br>3.15 |
| | | | 9.41 | | 3.39 | | | | **2.05** | **6.34** | | | | | *f* 9.13 | *f* 5.17 | *f* 10.19 | 10.33 | 8.19 | 10.03 | 11.49 | 4½ | 43.19 | **Oluta**<br>1.00 |
| | | | 9.45 | | 3.43 | | | | 2.08 | 6.40 | | | | | *f* 9.15 | *f* 5.19 | *f* 10.21 | 10.35 | 8.21 | 10.05 | 11.50 | | 44.19 | **Teal**<br>5.31 |
| | | | **10.15**<br>11.25 | | 4.05<br>5.05 | | | | 2.27 | 7.02 | | | | | *s* 9.25 | *s* **5.34** | *s* **10.32** | *s* **10.45** | *s* 8.31 | *s* **10.15** | 11.57 | 6½ | 49.50 | .DN. **SUISUN** W.<br>3.18 |
| | | | PM<br>**12.01** | | **5.30** | | | | 2.40 | 7.15 | | | | | *f* **9.32** | *f* 5.41 | 10.39 | 10.52 | **8.38** | 10.22 | PM<br>**12.01** | 3¼ | 52.68 | **Tolenas**<br>2.15 |
| | | | | | | | | | | | | | | | *f* | *f* | | | | | | 2¼ | 54.83 | **Vanden**<br>1.52 |
| | | | 12.25 | | **6.10** | | | | 2.52 | 7.30 | | | | | *f* 9.38 | *f* 5.47 | 10.45 | 10.58 | 8.44 | 10.28 | 12.06 | 1½ | 56.35 | **Cannon**<br>3.97 |
| | | | 1.15 | | 6.50 | | | | 3.10 | **7.57** | | | | | *s* 9.47 | *s* 5.57 | *s* 10.53 | *s* 11.05 | *s* 8.52 | *s* 10.36 | 12.10 | 4 | 60.32 | .DN. **ELMIRA** W.<br>4.83 |
| | | | **1.42** | | 7.15 | | | | 3.30 | **8.18** | | | | | *s* 9.57 | *s* 6.07 | 11.03 | 11.14 | **9.03** | 10.46 | 12.16 | 4¾ | 65.15 | .D.. **Batavia**<br>3.35 |
| | | | 2.17 | | **7.41** | | | | 3.43 | 8.45 | | | | | *s* 10.03 | *s* 6.14 | 11.09 | 11.20 | 9.09 | 10.52 | 12.20 | 3¼ | 68.50 | .DN. **Dixon** W.<br>4.27 |
| | | | **2.46** | | 8.05 | | | | 4.00 | 9.05 | | | | | *f* 10.12 | *f* 6.23 | 11.17 | 11.27 | 9.17 | 11.01 | 12.25 | 4¼ | 72.77 | **Tremont**<br>2.79 |
| | | | | | | | | | | | | | | | | | | | | | | 2¾ | 75.56 | **Briggston** (Spur)<br>1.00 |
| | | PM LV<br>11.55 | **3.30** | PM LV<br>**7.45** | 8.45 | | | PM LV<br>**11.25** | **4.45** | 9.35 | | | AM LV<br>**7.25** | PM LV<br>4.40 | 10.20<br>10.25 | *s* **6.35** | *s* **11.25** | 11.35<br>AM AR | *s* 9.25 | *s* **11.12** | 12.30 | 1 | 76.56 | .DN. **DAVIS** W.<br>1.08 |
| | | | | | | | | | | | | | | | | | | | | | | | 77.64 | **Oakshade** (Spur)<br>2.64 |
| | | | | | | | | | | | | | *f* | *f* | *f* | *f* | | | | | | | 80.28 | **Swingle** (Spur)<br>1.16 |
| | | AM<br>12.13 | 3.48 | 8.00 | 9.07 | | | 11.48 | **5.25** | 9.55 | | | **7.40** | 4.48 | 10.33 | 6.44 | 11.33 | | 9.33 | 11.20 | 12.36 | 5 | 81.44 | .DN. **Webster**<br>6.20 |
| | | 12.36 | 4.10 | 8.17 | 9.35 | | | AM<br>12.05 | **5.47** | 10.20 | | | 7.49 | 4.58 | 10.42 | 6.53 | 11.42 | | 9.42 | 11.29 | 12.43 | 6¼ | 87.64 | **Mikon**<br>2.15 |
| | | 12.45<br>AM AR | 4.20<br>PM AR | 8.25<br>PM AR | 9.50<br>AM AR | | | 12.15<br>AM AR | 6.00<br>AM AR | 10.30<br>AM AR | | | 7.55<br>AM AR | **5.05**<br>PM AR | **10.50**<br>AM AR | **7.00**<br>PM AR | 11.50<br>PM AR | | **9.50**<br>PM AR | 11.35<br>AM AR | 12.50<br>PM AR | 3¾ | 89.79 | .DN. **SACRAMENTO** |
| | | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily | | | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | | | | 4.00<br>AM AR | | | | | 10.45<br>PM AR | | | | | | | | | 5.30<br>AM AR | 5.30<br>PM AR | 12.45<br>PM AR | | | **OGDEN** |
| | | | | | | | | | 3.30<br>PM AR | | | | | | | | 7.45<br>AM AR | 7.00<br>PM AR | | | | | | **PORTLAND** |
| | | (0.50) | (7.25) | (0.40) | (6.50) | | | (0.50) | (4.40) | (5.05) | | | (0.30) | (0.25) | (2.00) | (2.03) | (1.55) | (1.20) | (1.50) | (1.52) | (1.15) | | | (56.54) |

Train No. 270 may carry passengers.

**All trains must get orders or clearance cards before leaving Benicia, or Davis.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

***Trains will stop as follows:***

At Espinosa, Train Nos. 16 and 18 on signal; also Train No. 20 on Sunday.

# WESTERN DIVISION: Port Costa and Sacramento.

TIME TABLE
No. 80.
Mar. 30, 1902.

## TOWARD SAN FRANCISCO.

| STATIONS. | DISTANCE FROM SACRAMENTO. | Minimum running time between stations for freight trains—minutes. | First Class. | | | | | | | | | | | Second Class. | | | | Third Class. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1<br>Overland Limited<br>Daily | 3<br>C. P. Pacific Express<br>Daily | 5<br>C. P. Pacific Express<br>Daily | 11<br>California Express<br>Daily | 15<br>California Express<br>Daily | 17<br>Oroville and Sacramento Passenger<br>Daily | 19<br>Sacramento Passenger<br>Daily | 53<br>Oroville Passenger<br>Daily | 55<br>Oroville Passenger<br>Daily | | | 219<br>Ogden Freight<br>Daily | 271<br>Portland Fast Freight<br>Daily | | | 201<br>Ogden Freight<br>Daily | 221<br>Oregon Freight<br>Daily | 269<br>Red Bluff Freight<br>Daily Ex. Sun. | 273<br>Way Freight<br>Daily Ex. Sun. | 275<br>Red Bluff Freight<br>Daily | | |
| **SAN FRANCISCO**<br>32.17 | 89.79 | | PM AR<br>5.25 | AM AR<br>8.25 | PM AR<br>4.25 | PM AR<br>7.55 | AM AR<br>8.55 | AM AR<br>10.55 | PM AR<br>6.55 | | | | | | | | | | | | | | | |
| DN. **PORT COSTA** W.<br>1.08 | 57.62 | | Ferry | Ferry | Ferry | Ferry | Ferry | Ferry | Ferry | | | | | Ferry | | | | Ferry | Ferry | | Ferry | | | |
| DN. **BENICIA** W.<br>0.88 | 56.54 | 3 | PM AR<br>3.36 | AM AR<br>s 6.13 | PM AR<br>2.30 | PM AR<br>s 6.04 | AM AR<br>s 6.55 | AM AR<br>s **8.55** | PM AR<br>s **4.57** | | | | | PM AR<br>11.40 | | | | PM AR<br>10.35 | AM AR<br>**3.00** | | PM AR<br>12.10 | | | |
| **Mail Dock**<br>0.73 | 55.66 | 2 | 3.33 | 6.08 | 2.27 | 6.00 | 6.50 | f 8.50 | f 4.53 | | | | | 11.33 | | | | 10.30 | 2.51 | | 12.06 | | | |
| **Army Point**<br>4.15 | 54.93 | 10 | 3.32 | 6.07 | 2.26 | 5.58 | 6.49 | f 8.48 | f 4.52 | | | | | 11.30 | | | | 10.27 | 2.47 | | 12.03 | | | |
| DN. **Goodyear** W.<br>1.03 | 50.78 | 8½ | 3.27 | **5.58** | 2.20 | 5.52 | 6.42 | f 8.40 | f 4.44 | | | | | 11.13 | | | | **10.11** | 2.25 | | PM<br>**11.43** | | | |
| **Hoyt** (Spur)<br>3.15 | 49.75 | | | | | | | | | | | | | | | | | | | | | | | |
| **Oluta**<br>1.00 | 46.60 | 12½ | 3.22 | 5.49 | 2.13 | 5.45 | f **6.34** | f 8.32 | f 4.36 | | | | | 10.57 | | | | 9.44 | **2.05** | | 11.10 | | | |
| **Teal**<br>5.31 | 45.60 | | 3.21 | 5.47 | 2.11 | 5.43 | 6.32 | f 8.30 | f 4.34 | | | | | 10.53 | | | | 9.40 | 1.55 | | 11.06 | | | |
| DN. **SUISUN** W.<br>3.18 | 40.29 | 6½ | 3.14 | s 5.37 | 2.03 | s **5.34** | s 6.22 | s 8.20 | s 4.24 | | | | | **10.32** | | | | 9.18 | 1.22 | | **10.45**<br>**10.15** | | | |
| **Tolenas**<br>2.15 | 37.11 | 4¼ | 3.10 | **5.30** | 1.59 | 5.28 | 6.15 | f 8.13 | f 4.16 | | | | | 10.04 | | | | **8.38** | 12.57 | | **9.32** | | | |
| **Vanden**<br>1.52 | 34.96 | 3 | | | | | | f | f | | | | | | | | | | | | | | | |
| **Cannon**<br>3.97 | 33.44 | 8 | 3.06 | 5.23 | 1.54 | 5.22 | **6.10** | f 8.06 | f 4.09 | | | | | 9.47 | | | | 8.12 | 12.42 | | 9.10 | | | |
| **ELMIRA** W.<br>4.83 | 29.47 | 9½ | 3.01 | s 5.15 | 1.48 | 5.15<br>5.10 | s 6.04 | s **7.57** | s 4.01 | | | | | 9.27 | | | | 7.53 | 12.27 | | 8.52 | | | |
| D.. **Batavia**<br>3.35 | 24.64 | 6½ | 2.55 | 5.06 | **1.42** | f 5.02 | 5.56 | s 7.47 | s 3.50 | | | | | **9.03** | | | | 7.17 | 12.08 | | **8.18** | | | |
| DN. **Dixon** W.<br>4.27 | 21.29 | 8½ | 2.51 | 5.00 | 1.38 | s 4.55 | 5.50 | s **7.41** | s 3.45 | | | | | 8.28 | | | | 7.04 | AM<br>11.57 | | **7.41** | | | |
| **Tremont**<br>2.79 | 17.02 | 5½ | **2.46** | 4.52 | 1.33 | 4.47 | 5.42 | f 7.32 | f 3.36 | | | | | 8.05 | | | | 6.49 | 11.40 | | 6.57 | | | |
| **Briggston** (Spur)<br>1.00 | 14.23 | 2 | | | | | | | | | | | | | | | | | | | | | | |
| DN. **DAVIS** W.<br>1.08 | 13.23 | 10 | 2.40 | s **4.45** | 1.27 | 4.40<br>PM LV | s 5.35 | s **7.25** | s **3.30** | AM AR<br>**11.12** | PM AR<br>**6.35** | | | **7.45** | AM AR<br>4.25 | | | **6.35** | **11.25**<br>10.45 | AM AR<br>7.15 | 6.42 | AM AR<br>8.00 | | |
| **Oakshade** (Spur)<br>2.64 | 12.15 | | | | | | | | | | | | | | | | | | | | | | | |
| **Swingle** (Spur)<br>1.16 | 9.51 | | | | | | | f | f | f | f | | | | | | | | | | | | | |
| DN. **Webster**<br>6.20 | 8.35 | 12½ | 2.34 | 4.35 | 1.19 | | **5.25** | 7.15 | 3.20 | 11.03 | 6.23 | | | 7.30 | 4.07 | | | 5.40 | 10.25 | 6.55 | 6.07 | **7.40** | | |
| **Mikon**<br>2.15 | 2.15 | 7 | 2.26 | 4.26 | 1.11 | | 5.16 | 7.06 | 3.11 | 10.55 | 6.15 | | | 7.10 | 3.53 | | | 5.18 | 10.00 | 6.38 | **5.47** | 7.17 | | |
| DN. **SACRAMENTO** | 0.00 | | 2.20<br>PM LV | 4.20<br>AM LV | 1.05<br>PM LV | | 5.10<br>AM LV | **7.00**<br>AM LV | 3.05<br>PM LV | **10.50**<br>AM LV | 6.10<br>PM LV | | | **7.00**<br>PM LV | 3.45<br>AM LV | | | **5.05**<br>PM LV | **9.50**<br>PM LV | 6.30<br>AM LV | 5.30<br>AM LV | **7.00**<br>AM LV | | |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | Daily | Daily | | | Daily | Daily | Daily<br>Ex. Sun. | Daily<br>Ex. Sun. | Daily | | |
| **OGDEN** | | | 1.15<br>PM LV | 12.01<br>AM LV | 10.15<br>AM LV | | | | | | | | | 10.15<br>AM LV | | | | 2.00<br>PM LV | | | | | | |
| **PORTLAND** | | | | | | 8.30<br>AM LV | 8.30<br>PM LV | | | | | | | | | | | | 8.50<br>AM LV | | | | | |
| (56.54) | | | (1.16) | (1.53) | (1.25) | (1.24) | (1.45) | (1.55) | (1.52) | (0.32) | (0.25) | | | (4.40) | (0.40) | | | (5.30) | (5.10) | (0.45) | (6.40) | (1.00) | | |

Train No. 269 may carry passengers.

**All trains must get orders or clearance cards before leaving Sacramento, or Davis, except Nos. 1 and 5, which may be cleared at Davis by semaphore.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

***Trains will stop as follows:*** At Espinosa, Trains Nos. 17 and 19 on signal.

# WESTERN DIVISION: Port Costa, San Ramon and Tracy.

## FROM SAN FRANCISCO.

TIME TABLE
No. 80.
Mar. 30, 1902.

| Third Class. | | | Second Class. | First Class. | | | | | | | | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 250 | 246 | 242 | 252 | 84 | 60 | 58 | 50 | 48 | 46 | 44 | 26 | 8 | | | |
| Tracy Way Freight | Stockton and Fresno Freight | El Paso Freight | Freight | Stockton Passenger | San Ramon Passenger | San Ramon Passenger and Freight | Fresno Passenger | Martinez Passenger | Martinez Passenger | San Ramon Passenger | The Owl | Los Angeles Express | | | |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | | | PM LV 5.00 | AM LV 7.30 | AM LV 7.30 | PM LV 5.00 | PM LV 7.00 | AM LV 9.30 | PM LV 4.00 | PM LV 4.30 | AM LV 9.00 | | *0.00* | **SAN FRANCISCO**<br>32.17 |
| PM LV 1.20 | PM LV 11.45 | PM LV **3.30** | AM LV 3.20 | PM LV 6.20 | AM LV 9.10 | AM LV 9.10 | PM LV 6.31 | PM LV 8.35 | AM LV 11.05 | PM LV 5.25 | PM LV 5.50 | AM LV 10.25 | | *32.17* | DN. **PORT COSTA** W.<br>3.47 |
| **1.58** | AM 12.20 | 3.47 | 3.39 | 6.27 | s 9.20 | s 9.27 | s 6.42 | 8.45 PM AR | 11.15 AM AR | s 5.35 | 6.00 | s 10.34 | 7 | *35.64* | D. **MARTINEZ** W.<br>2.14 |
| | | | | | f | f | | | | f | | | 6 | *37.78* | Peyton<br>1.37 |
| 2.15 | 12.35 | 4.03 | 3.55 | 6.33 | s 9.30 | s 9.42 | s 6.50 | | | s 5.45 | 6.07 | Foot-note s **10.42** | | *39.15* | D. **AVON** |
| | | | | | 9.30 | 9.42 | | | | 5.45 | | | | *39.15* | D. **AVON**<br>4.40 |
| | | | | | s 9.40 | s 10.30 | | | | s 5.55 | | | 7½ | *43.55* | D. Concord W.<br>0.74 |
| | | | | | | | | | | | | | 4½ | *44.29* | Nacio<br>1.86 |
| | | | | | f 9.46 | f 10.43 | | | | f 6.01 | | | | *46.15* | Hookston<br>1.30 |
| | | | | | | | | | | | | | 5 | *47.45* | Larkey (Spur)<br>1.70 |
| | | | | | s 9.53 | s 10.58 | | | | s 6.08 | | | | *49.15* | D. Walnut Creek<br>4.40 |
| | | | | | s 10.02 | s 11.20 | | | | s 6.18 | | | 7½ | *53.55* | Hemme<br>2.20 |
| | | | | | s 10.07 | s 11.31 | | | | s 6.23 | | | 3¾ | *55.75* | D. Danville<br>1.70 |
| | | | | | f | f | | | | f | | | 3 | *57.45* | Osage (Spur)<br>1.40 |
| | | | | | 10.15 AM AR | 11.45 AM AR | | | | 6.30 PM AR | | | 2½ | *58.85* | **SAN RAMON** |
| 2.15 | 12.35 | 4.03 | 3.55 | 6.33 | | | 6.50 | | | | 6.07 | Foot-note **10.42** | | *39.15* | D. **AVON**<br>3.09 |
| 2.32 | **12.55** | 4.18 | 4.05 | 6.37 | | | f 6.57 | | | | 6.13 | f 10.48 | 3 | *42.24* | Bay Point<br>3.26 |
| **3.02** | 1.07 | 4.35 | **4.16** | 6.42 | | | f 7.03 | | | | 6.19 | f **10.54** | 3¼ | *45.50* | McAvoy<br>4.39 |
| 3.27 | 1.22 | 4.56 | 4.30 | 6.48 | | | s 7.13 | | | | 6.27 | s 11.03 | 4½ | *49.89* | DN. Cornwall W.<br>1.87 |
| 3.36 | 1.28 | 5.05 | 4.35 | 6.52 | | | f 7.17 | | | | 6.31 | f 11.07 | 1¾ | *51.76* | Los Medanos<br>2.30 |
| | | | | | | | | | | | | | 3 | *54.06* | Empire<br>0.48 |
| 3.53 | 1.38 | 5.18 | 4.47 | 6.56 | | | s 7.24 | | | | 6.36 | s 11.12 | | *54.54* | D. Antioch<br>3.91 |
| 4.15 | 1.52 | 5.37 | 5.00 | 7.01 | | | f 7.32 | | | | 6.43 | f 11.20 | 4 | *58.45* | Neroly<br>4.25 |
| 5.13 | 2.10 | 6.05 | 5.20 | 7.06 | | | s 7.41 | | | | 6.51 | s 11.30 | 4¼ | *62.70* | DN. Brentwood W.<br>5.13 |
| 5.55 | **2.36** | 6.28 | **5.50** | 7.12 | | | s 7.51 | | | | 6.58 | s 11.40 | 5 | *67.83* | D. Byron<br>4.85 |
| 6.15 | 2.53 | **7.05**<br>**7.17** | **6.16** | **7.17** | | | f 7.59 | | | | **7.05** | **11.48** | 5 | *72.68* | Herdlyn<br>3.96 |
| **7.10**<br>**7.22** | 3.07 | **8.07** | 6.29 | **7.22** | | | s **8.07** | | | | **7.10** | s 11.57 | 4 | *76.64* | DN. Bethany<br>6.61 |
| 8.00 PM AR | 3.30 AM AR | 8.45 PM AR | 6.50 AM AR | s 7.30 PM AR | | | s 8.20 PM AR | | | | s 7.19 PM AR | PM s 12.08 PM AR | 7 | *83.25* | DN. **TRACY** W. |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| (6.40) | (3.45) | (5.15) | (3.30) | (1.10) | (1.05) | (2.35) | (1.49) | (0.10) | (0.10) | (1.05) | (1.29) | (1.43) | | | (51.08) |

San Ramon Branch.

***Trains will stop as follows:***

At Nevada Dock, Trains Nos. 44, 46, 58 and 60 on signal.
At Widbero, all passenger trains on signal.

As Trains Nos. 26 and 84 will not stop at Avon, Conductor will register by leaving a card, and Telegrapher at this place will be out to receive the card and note it on the register.

**All trains must get orders or clearance cards before leaving Port Costa.**

**☞ FOOT-NOTE.—Train No. 49 will take siding at Avon for Train No. 8.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Port Costa, San Ramon and Tracy.

## TOWARD SAN FRANCISCO.

| TIME TABLE No. 80. Mar. 30, 1902. STATIONS. | DISTANCE FROM TRACY. | Minimum running time between stations for freight trains—minutes. | First Class. | | | | | | | | | | | | | Second Class. | | | | Third Class. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 7 | 25 | 41 | 45 | 47 | 49 | 57 | 59 | 81 | 83 | | | | 217 | 251 | | | 241 | 249 | 265 | | |
| | | | Los Angeles Express | The Owl | San Ramon Passenger | Martinez Passenger | Martinez Passenger | Fresno and Lodi Passenger | San Ramon Passenger and Freight | San Ramon Passenger | Stockton Passenger | Visalia and Stockton Passenger | | | | Ogden Freight | Freight | | | El Paso Freight | Tracy Way Freight | Freight | | |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily | | | | Daily | Daily | | | Daily | Daily Ex. Sun. | Daily | | |
| SAN FRANCISCO<br>32.17 | 83.25 | | AM AR<br>8.25 | AM AR<br>8.55 | AM AR<br>9.25 | PM AR<br>7.55 | AM AR<br>11.25 | PM AR<br>12.25 | PM AR<br>6.25 | PM AR<br>6.25 | AM AR<br>10.25 | PM AR<br>4.55 | | | | | | | | | | | | |
| DN PORT COSTA W.<br>3.47 | 51.08 | | AM AR<br>s 7.00 | AM AR<br>s 7.30 | AM AR<br>s 7.40 | PM AR<br>s 6.15 | AM AR<br>s 9.45 | AM AR<br>s 11.00 | PM AR<br>s 4.45 | PM AR<br>s 4.45 | AM AR<br>s 9.03 | PM AR<br>s **3.30** | | | | PM AR<br>2.13 | AM AR<br>1.50 | | | AM AR<br>8.30 | PM AR<br>12.50 | AM AR<br>5.30 | | |
| D. MARTINEZ W.<br>2.14 | 47.61 | 12 | s 6.50 | 7.20 | s 7.30 | 6.05<br>PM LV | 9.35<br>AM LV | s 10.51 | s 4.27 | s 4.35 | 8.55 | s 3.20 | | | | **1.58** | 1.18 | | | 8.15 | 12.20<br>PM | 5.00 | | |
| Peyton<br>1.37 | 45.47 | 11 | | | f | | | | f | f | | | | | | | | | | | | | | |
| D. AVON | 44.10 | | 6.41 | 7.12 | 7.22 | | | Foot-note<br>**10.42** | 4.11 | 4.27 | 8.48 | 3.13 | | | | 1.46 | 1.05 | | | 8.04 | 11.25 | 4.44 | | |
| San Ramon Branch.<br>D. AVON<br>4.40 | 44.10 | | | | s 7.22 | | | | s 4.11 | s 4.27 | | | | | | | | | | | | | | |
| D. Concord W.<br>0.74 | 48.50 | 11 | | | s 7.12 | | | | s 3.47 | s 4.16 | | | | | | | | | | | | | | |
| Nacio<br>1.86 | 49.24 | 6½ | | | | | | | | | | | | | | | | | | | | | | |
| Hookston<br>1.30 | 51.10 | | | | f 7.05 | | | | f 3.10 | f 4.08 | | | | | | | | | | | | | | |
| Larkey (Spur)<br>1.70 | 52.40 | 7½ | | | | | | | | | | | | | | | | | | | | | | |
| D. Walnut Creek<br>4.40 | 54.10 | | | | s 6.58 | | | | s 2.53 | s 4.01 | | | | | | | | | | | | | | |
| Hemme<br>2.20 | 58.50 | 11 | | | s 6.47 | | | | s 2.28 | s 3.49 | | | | | | | | | | | | | | |
| D. Danville<br>1.70 | 60.70 | 5¾ | | | s 6.42 | | | | s 2.17 | s 3.43 | | | | | | | | | | | | | | |
| Osage (Spur)<br>1.40 | 62.40 | 4½ | | | f | | | | f | f | | | | | | | | | | | | | | |
| SAN RAMON | 63.80 | 3¾ | | | 6.35<br>AM LV | | | | 2.00<br>PM LV | 3.35<br>PM LV | | | | | | | | | | | | | | |
| D. AVON<br>3.09 | 44.10 | | s 6.41 | 7.12 | | | | Foot-note<br>s **10.42** | | | 8.48 | s 3.13 | | | | 1.46 | 1.05 | | | 8.04 | 11.25 | 4.44 | | |
| Bay Point<br>3.26 | 41.01 | 6 | 6.36 | 7.06 | | | | f 10.32 | | | 8.43 | f 3.08 | | | | 1.35 | **12.55** | | | 7.54 | 11.10 | 4.30 | | |
| McAvoy<br>4.39 | 37.75 | 6½ | 6.31 | 7.00 | | | | f 10.24 | | | 8.38 | f **3.02** | | | | 1.23 | 12.43 | | | 7.43 | **10.54** | **4.16** | | |
| DN. Cornwall W.<br>1.87 | 33.36 | 9 | f 6.23 | 6.52 | | | | s **10.14** | | | f 8.32 | s 2.53 | | | | 1.08 | 12.30 | | | 7.30 | **10.14** | 3.49 | | |
| Los Medanos<br>2.30 | 31.49 | 3½ | 6.19 | 6.49 | | | | f 10.10 | | | 8.29 | f 2.48 | | | | 1.02 | 12.24 | | | 7.24 | 9.54 | 3.41 | | |
| Empire<br>0.48 | 29.19 | 6 | | | | | | | | | | | | | | | | | | | | | | |
| D. Antioch<br>3.91 | 28.71 | | 6.13 | 6.43 | | | | s 10.03 | | | f 8.25 | s 2.43 | | | | 12.52 | 12.15 | | | 7.16 | 9.40 | 3.30 | | |
| Neroly<br>4.25 | 24.80 | 8 | 6.07 | 6.37 | | | | f 9.55 | | | 8.19 | f 2.37 | | | | 12.38 | 12.03 | | | 7.03 | 9.18 | 3.13 | | |
| DN. Brentwood W.<br>5.13 | 20.55 | 8½ | f 6.00 | 6.30 | | | | s 9.47 | | | 8.13 | s 2.28 | | | | 12.24 | AM<br>11.49 | | | 6.50 | 8.56 | 2.57 | | |
| D. Byron<br>4.85 | 15.42 | 10 | * **5.50** | **6.23** | | | | s 9.37 | | | 8.07 | s 2.18 | | | | 12.07 | 11.33 | | | **6.23**<br>**5.50** | 8.28 | **2.36** | | |
| Herdlyn<br>3.96 | 10.57 | 10 | 5.41 | **6.16** | | | | f 9.27 | | | **8.01** | 2.10 | | | | PM<br>**11.48** | 11.18 | | | 5.18 | **8.01** | 2.15 | | |
| DN. Bethany<br>6.61 | 6.61 | 8 | 5.33 | 6.11 | | | | s 9.20 | | | 7.55 | s 2.05 | | | | 11.23 | 11.06 | | | 5.03 | 7.30 | 1.58 | | |
| DN. TRACY W. | 0.00 | 14 | 5.22<br>AM LV | 6.02<br>AM LV | | | | 9.07<br>AM LV | | | 7.47<br>AM LV | 1.55<br>PM LV | | | | 11.00<br>AM LV | 10.45<br>PM LV | | | 4.40<br>AM LV | 7.00<br>AM LV | 1.30<br>AM LV | | |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily | | | | Daily | Daily | | | Daily | Daily Ex. Sun. | Daily | | |
| (51.08) | | | (1.38) | (1.28) | (1.05) | (0.10) | (0.10) | (1.53) | (2.45) | (1.10) | (1.16) | (1.35) | | | | (3.17) | (3.05) | | | (3.50) | (5.50) | (4.00) | | |

***Trains will stop as follows:***

At Nevada Dock, Trains Nos. 41, 45 and 47 on signal.
At Widbero, all passenger trains on signal.
* Train No. 7 will stop at Byron on Monday and on morning immediately following any holiday.

As Trains Nos. 25 and 81 will not stop at Avon, Conductor will register by leaving a card, and Telegrapher at this place will be out to receive the card and note it on the register.

**All trains must get orders or clearance cards before leaving Tracy.**

**☞ FOOT-NOTE.—Train No. 49 will take siding at Avon for Train No. 8.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Tracy and Mendota.

TIME TABLE
No. 80.
Mar. 30, 1902.

| FROM SAN FRANCISCO. Third Class. | | | Second Class. | First Class. | | | | | | | TOWARD SAN FRANCISCO. First Class. | | | Second Class. | Third Class. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 248<br>★Way Freight<br>Daily | 246<br>Fresno Freight<br>Daily | 242<br>El Paso Freight<br>Daily | 254<br>Sunset Freight Limited<br>Daily | 36<br>Visalia Passenger<br>Daily | 26<br>The Owl<br>Daily | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA ANTIOCH. | STATIONS. | DISTANCE FROM MENDOTA VIA PORT COSTA. | Minimum running time between stations for freight trains—minutes. | 7<br>Los Angeles Express<br>Daily | 25<br>The Owl<br>Daily | 35<br>Visalia Passenger<br>Daily | 253<br>Steamer Freight Limited<br>Daily | 241<br>El Paso Freight<br>Daily | 247<br>★Way Freight<br>Daily |
| ........ | ........ | ........ | ........ | AM LV<br>8.00 | PM LV<br>4.30 | ..... | 0.00 | ....SAN FRANCISCO...<br>83.25 | 175.45 | ..... | AM AR<br>8.25 | AM AR<br>8.55 | PM AR<br>4.25 | ........ | ........ | ........ |
| AM LV<br>11.35 | AM LV<br>**4.52** | PM LV<br>**10.00** | AM LV<br>7.50 | AM LV<br>10.35 | PM LV<br>7.26 | | 83.25 | .DN.....TRACY.....W.<br>2.58 | 92.20 | | AM AR<br>s **4.52** | AM AR<br>s 5.57 | PM AR<br>s 1.02 | PM AR<br>**10.00** | AM AR<br>3.35 | PM AR<br>5.00 |
| 11.50 | 5.04 | 10.14 | 8.02 | 10.42 | 7.31 | 7 | 85.83 | .........Lyoth.........<br>3.02 | 89.62 | 12 | 4.46 | 5.52 | 12.56 | 9.50 | 3.18 | 4.40 |
| PM<br>12.05 | 5.12 | 10.25 | 8.10 | f 10.47 | 7.35 | 4½ | 88.85 | .......Yarmouth.......<br>4.60 | 86.60 | 9 | 4.41 | 5.47 | f 12.51 | 9.42 | 3.08 | 4.27 |
| **12.43** | **5.40** | 10.45 | 8.25 | s 10.57 | 7.42 | | 93.45 | .......Vernalis.......<br>2.40 | 82.00 | | 4.32 | **5.40** | s **12.43** | 9.30 | 2.51 | 4.00 |
| ........ | ........ | ........ | ........ | ........ | ........ | 7¾ | 95.85 | .........Cowell...(Spur).<br>5.40 | 79.60 | 15¾ | ........ | ........ | ........ | ........ | ........ | ........ |
| 1.24 | 6.05 | 11.19 | 8.49 | s 11.13 | 7.52 | 7 | 101.25 | .DN....Westley.....W.<br>7.10 | 74.20 | 14 | s 4.17 | 5.29 | s 12.29 | 9.09 | 2.20 | 3.27 |
| 1.52 | 6.27 | 11.50 | 9.11 | f 11.28 | 8.01 | 5¾ | 108.35 | ........Emerald........<br>5.70 | 67.10 | 11½ | 4.04 | 5.19 | f 12.16 | 8.50 | 1.53 | 2.50 |
| **2.30** | 6.44 | AM<br>12.15 | 9.28 | s 11.40 | 8.09 | 6½ | 114.05 | .D..Crow's Landing....<br>6.30 | 61.40 | 14 | s 3.53 | 5.12 | s 12.07 | 8.35 | 1.32 | **2.30** |
| 3.25 | 7.03 | **1.07** | 9.48 | ¶**11.55**<br>PM<br>12.15 } | **8.18** | 4 | 120.35 | .DN....Newman.....W.<br>4.00 | 55.10 | 8 | s 3.42 | 5 03 | PM<br>s **11.55** | **8.18** | **1.07** | 1.55 |
| 3.42 | 7.16 | 1.25 | 10.01 | f 12.23 | 8.23 | 3½ | 124.35 | ........Gustine........<br>3.40 | 51.10 | 7 | 3.33 | 4.57 | f 11.45 | 7.50 | 12.52 | 1.00 |
| 3.54 | 7.26 | 1.41 | 10.11 | f 12.30 | 8.28 | 2½ | 127.75 | ..........Linora........<br>2.50 | 47.70 | 5 | 3.27 | 4.52 | f 11.39 | 7.39 | 12.40 | 12.47 |
| 4.05 | 7.34 | 1.52 | 10.19 | s **12.37** | 8.31 | 6½ | 130.25 | ......Ingomar........<br>6.40 | 45.20 | 13 | 3.23 | 4.48 | s 11.35 | 7.32 | 12.32 | **12.37** |
| 4.35 | 7.54 | 2.21 | 10.40 | s 12.49 | 8.39 | 4¾ | 136.65 | .D.......Volta........<br>4.70 | 38.80 | 10 | f 3.12 | 4.40 | s 11.23 | 7.12 | 12.08 | PM<br>11.50 |
| 5.50 | 8.13 | **3.03** | **11.15** | s 12.58 | 8.47 | 7¾ | 141.35 | .DN...Los Banos....W.<br>7.80 | 34.10 | 15½ | s **3.03** | 4.32 | s **11.15** | 6.57 | AM<br>11.52 | **11.15** |
| **6.30** | 8.38 | 3.37 | 11.39 | f 1.11 | 8.58 | 4¾ | 149.15 | ........Agatha........<br>4.70 | 26.30 | 9½ | 2.48 | 4.19 | f 11.01 | **6.30** | 11.19 | 10.15 |
| 6.50 | 8.57 | **4.12** | 11.54 | s 1.20 | 9.05 | 6¾ | 153.85 | .D.....Dos Palos.........<br>6.80 | 21.60 | 13½ | s 2.40 | **4.12** | s 10.53 | 6.17 | 11.02 | 9.53 |
| 7.13 | **9.23** | 4.38 | PM<br>12.15 | f 1.32 | 9.15 | 6½ | 160.65 | ..........Oxalis.........<br>6.40 | 14.80 | 13 | 2.28 | 4.02 | f 10.42 | 5.58 | 10.37 | **9.23** |
| 7.45 | 9.40 | 5.02 | 12.35 | s 1.43 | 9.25 | 9 | 167.05 | .DN...Firebaugh....W.<br>8.40 | 8.40 | 18 | s 2.16 | 3.53 | s 10.31 | 5.42 | 10.13 | 8.43 |
| 8.15<br>PM AR | **10.17**<br>AM AR | 5.35<br>AM AR | 1.00<br>PM AR | 1.58<br>PM AR | **9.38**<br>PM AR | | 175.45 | .DN...MENDOTA....W. | 0.00 | | 2.00<br>AM LV | 3.38<br>AM LV | **10.17**<br>AM LV | 5.20<br>PM LV | **9.38**<br>PM LV | 8.05<br>AM LV |
| Daily | Daily | Daily | Daily | Daily | Daily | | | | | | Daily | Daily | Daily | Daily | Daily | Daily |
| ........ | ........ | ........ | 10.15<br>PM AR | ........ | ........ | ..... | ..... | .......EL PASO...... | ........ | ..... | 7.20<br>AM LV | ........ | ........ | 3.40<br>PM LV | ........ | ........ |
| (8.40) | (5.25) | (7.35) | (5.10) | (3.23) | (2.12) | | | (92.20) | | | (2.52) | (2.19) | (2.45) | (4.40) | (5.57) | (9.15) |

★ Trains Nos. 246, 247 and 248 may carry passengers.

All trains will approach Tracy yard under full control, prepared to stop if found necessary.

Trains Nos. 7, 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

**All trains must get orders or clearance cards before leaving Tracy or Mendota.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Vallejo Ferry.

## FROM SAN FRANCISCO.

| 16 | 48 | 6 | 50 | 84 | 26 | 44 | | 18 | 2 | 46 | 8 | 12 | 4 | 42 | 20 | | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| P M | P M | P M | P M | P M | P M | P M | P M | P M | A M | A M | A M | A M | A M | A M | A M | A M | |
| 8.05 | 7.00 | 6.00 | 5.00 | 5.00 | 4.30 | 4.00 | ... | 3.00 | 10.00 | 9.30 | 9.00 | 8.30 | 8.00 | 7.30 | 7.00 | ... | Lv..San Francisco.... |
| 9.22 | s 8.27 | s 7.22 | 6.22 | 6.11 | 5.41 | s 5.16 | ... | s 4.25 | 11.11 | s 10.52 | s 10.16 | 9.45 | 9.14 | s 8.50 | s 8.23 | ... | Ar..Vallejo Junction... |
| | Sunday Only | Daily Ex. Sun. | | | | Daily | Daily | | | Daily | Daily | | | Daily | | Daily | |
| ... | 8.30 | 7.22 | ... | ... | ... | 5.16 | ... | ... | ... | 11.06 | 10.16 | ... | ... | 8.50 | ... | ... | Lv..Vallejo Junction... |
| ... | 8.50 | 7.40 | ... | ... | ... | 5.40 | 3.55 | ... | ... | 11.26 | ... | ... | ... | 9.10 | ... | 7.00 | ....South Vallejo...... |
| ... | 9.00 | 7.50 | ... | ... | ... | 5.50 | 4.05 | ... | ... | 11.36 | 10.40 | ... | ... | 9.20 | ... | 7.15 | Ar..North Vallejo Wharf |
| P M | P M | P M | P M | P M | P M | P M | P M | P M | A M | A M | A M | A M | A M | A M | A M | A M | |

## TOWARD SAN FRANCISCO.

| STATIONS. | 3 | 7 | 15 | 25 | 41 | 81 | 17 | 47 | 49 | | 5 | 83 | 1 | 43 | 19 | 45 | 11 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| | A M | A M | A M | A M | A M | A M | A M | A M | P M | A M | P M | P M | P M | P M | P M | P M | P M | P M | P M |
| ..San Francisco.....Ar | 8.25 | 8.25 | 8.55 | 8.55 | 9.25 | 10.25 | 10.55 | 11.25 | 12.25 | ... | 4.25 | 4.55 | 5.25 | 6.25 | 6.55 | 7.55 | 7.55 | ... | ... |
| ..Vallejo Junction...Lv | 6.49 | 7.06 | 7.25 | 7.36 | s 7.57 | 9.09 | 9.21 | s 9.55 | P M<br>s 11.06 | ... | 2.58 | s 3.36 | 4.04 | s 5.10 | s 5.22 | s 6.27 | s 6.39 | ... | ... |
| | | | | | Daily | | | Daily | Daily | Daily | | | | Daily | | Daily | | Daily Ex. Sun. | Sunday Only |
| ..Vallejo Junction...Ar | ... | ... | ... | ... | 7.57 | ... | ... | 9.55 | 11.06 | ... | ... | ... | ... | 5.10 | ... | 6.27 | ... | ... | ... |
| ..South Vallejo........ | ... | ... | ... | ... | 7.37 | ... | ... | ... | ... | 11.45 | ... | ... | ... | 4.40 | ... | 6.10 | ... | 8.00 | 9.10 |
| ..North Vallejo Wharf Lv | ... | ... | ... | ... | 7.18 | ... | ... | 9.30 | 10.40 | 11.36 | ... | ... | ... | 4.20 | ... | 6.00 | ... | 7.50 | 9.00 |
| | A M | A M | A M | A M | A M | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | P M | P M | P M |

# WESTERN DIVISION: Benicia Ferry.

## FROM SAN FRANCISCO.

| | 16 | 6 | | 18 | | | 2 | 12 | 4 | 20 | 274 | | 220 | 202 | 222 | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Daily | Daily | | Daily | | | Daily | Daily | Daily | Daily | Daily Ex. Sun. | | Daily | Daily | Daily | |
| P M | P M | P M | P M | P M | P M | P M | A M | A M | A M | A M | A M | A M | A M | A M | P M | |
| ... | 8.05 | 6.00 | ... | 3.00 | ... | ... | 10.00 | 8.30 | 8.00 | 7.00 | ... | ... | ... | ... | ... | Lv..San Francisco.... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5.45 | ... | 3.00 | 12.40 | 11.00 | Lv..West Oakland.... |
| ... | 9.30 | 7.30 | ... | 4.35 | ... | ... | 11.17 | 9.53 | 9.20 | 8.33 | 7.14 | ... | 4.35 | 2.10 | A M<br>12.30 | Ar..Port Costa........ |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | |
| 11.25 | 9.30 | 7.30 | 5.50 | 4.35 | 3.20 | 2.10 | 11.17 | 9.53 | 9.20 | 8.33 | 7.19 | 6.43 | 4.35 | 2.10 | 12.30 | Lv..Port Costa........ |
| 11.35 | 10.00 | 8.00 | 6.00 | 4.57 | 3.30 | 2.20 | 11.35 | 10.15 | 9.43 | 8.55 | 8.15 | 6.53 | 5.25 | 3.00 | 1.20 | Ar..Benicia........... |
| P M | P M | P M | P M | P M | P M | P M | A M | A M | A M | A M | A M | A M | A M | A M | A M | |

## TOWARD SAN FRANCISCO.

| STATIONS. | | 221 | 3 | 15 | | 17 | | | 273 | 5 | 1 | 19 | 11 | | 201 | 219 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | Daily | Daily | | Daily | | | Daily Ex. Sun. | Daily | Daily | Daily | Daily | | Daily | Daily |
| | A M | A M | A M | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | A M | A M |
| ..San Francisco.....Ar | ... | ... | 8.25 | 8.55 | ... | 10.55 | ... | ... | ... | 4.25 | 5.25 | 6.55 | 7.55 | ... | ... | ... |
| ..West Oakland.....Ar | ... | 5.30 | ... | ... | ... | ... | ... | ... | 2.30 | ... | ... | ... | ... | ... | 1.00 | 2.00 |
| ..Port Costa.........Lv | ... | 3.50 | 6.43 | 7.19 | ... | 9.15 | ... | ... | 1.00 | 2.52 | 3.58 | 5.15 | 6.32 | ... | P M<br>11.25 | 12.30 |
| | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| ..Port Costa.........Ar | 1.40 | 3.50 | 6.43 | 7.19 | 8.25 | 9.15 | 9.53 | 10.30 | 1.00 | 2.52 | 3.58 | 5.15 | 6.28 | 8.20 | 11.25 | 12.30 |
| ..Benicia............Lv | 1.30 | 3.00 | 6.13 | 6.55 | 8.15 | 8.55 | 9.43 | 10.20 | 12.10 | 2.30 | 3.36 | 4.57 | 6.04 | 8.10 | 10.35 | A M<br>11.40 |
| | A M | A M | A M | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | P M | P M |

# WESTERN DIVISION: San Francisco and San Jose.

## FROM SAN FRANCISCO.

**TIME TABLE**
**No. 80.**
**Mar. 30, 1902**

| Third Class. | | First Class. | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 280 | 278 | 112 | 110 | 108 | 106 | 96 | 94 | 92 | 90 | 88 | 82 | 40 | 38 | 32 | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. |
| San Jose Freight | Way Freight | Niles Local | Niles Local | Niles Local | Niles Local | San Jose Passenger | San Jose Passenger | San Jose Passenger | San Jose Passenger and Freight | Livermore Passenger | Stockton and Visalia Passenger | San Jose Passenger | Lodi and Stockton Passenger | Stockton and Sacramento Express | | | |
| Daily | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | |
| | | PM LV<br>9.10 | PM LV<br>5.30 | PM LV<br>3.30 | AM LV<br>10.00 | | | | | PM LV<br>4.30 | AM LV<br>8.00 | PM LV<br>6.00 | PM LV<br>4.00 | AM LV<br>8.30 | | *0.00* | .DN. **SAN FRANCISCO**...<br>4.50 |
| | | s 9.35 | s 5.59 | s 3.55 | s 10.25 | | | | | s 5.00 | s 8.28 | s 6.30 | s 4.30 | s 9.00 | | *4.50* | .DN. **OAKLAND PIER**....<br>1.39 |
| AM LV<br>11.05 | AM LV<br>5.05 | | | | | | | | | | | | | | 5½ | *5.89* | .DN. West Oakland..W.<br>1.71 |
| Foot-note<br>**11.12** | 5.15 | Foot-note<br>s **9.44** | s 6.08 | s 4.04 | s 10.34 | | | | | s 5.10 | s 8.37 | Foot-note<br>s **6.39** | Foot-note<br>s **4.39** | s 9.10 | | *7.60* | .D.. Oakland (First St.).<br>1.70 |
| 11.17 | 5.20 | s 9.47 | s 6.13 | 4.08 | 10.37 | | | | | ★ 5.14 | 8.40 | ★ 6.43 | 4.43 | s 9.15 | 2¾ | *9.30* | .D.. East Oakland...W.<br>0.72 |
| | | | s | | | | | | | | | | | | | *10.02* | .....23rd Ave.....(Spur).<br>0.65 |
| 11.21 | 5.27 | s 9.50 | s 6.18 | s 4.11 | s 10.40 | | | | | 5.17 | | 6.47 | | 9.18 | 3 | *10.67* | .....Fruitvale..........<br>0.57 |
| | | s 9.52 | s 6.24 | s 4.12 | s 10.42 | | | | | s 5.18 | | s 6.48 | | s 9.19 | | *11.24* | .....Sather.......(Spur).<br>0.30 |
| 11.25 | 5.31 | f 9.53 | s **6.28** | f **4.13** | f 10.43 | | | | | f 5.19 | 8.44 | f **6.53** | 4.47 | 9.20 | | *11.54* | .....Melrose...........<br>1.08 |
| | | | | | | | | | | | | | | | | *12.62* | .....Kohler.......(Spur).<br>0.43 |
| | | f | f | f | f | | | | | f | | f | | | 4¼ | *13.05* | .....Fitchburg....(Spur).<br>1.32 |
| 11.36 | 5.43 | f 9.59 | f 6.35 | f 4.18 | f 10.49 | | | | | f 5.26 | 8.48 | f 7.01 | 4.51 | 9.26 | | *14.37* | .....Elmhurst.........<br>1.36 |
| **11.55** | 5.57 | s 10.03 | s **6.42** | s 4.22 | s 10.53 | | | | | s 5.29 | 8.50 | s 7.04 | 4.53 | s 9.30 | | *15.73* | .D.. San Leandro.....<br>1.75 |
| PM<br>12.15 | 6.07 | f 10.07 | f 6.46 | f 4.26 | f 10.57 | | | | | f 5.32 | 8.52 | f 7.08 | 4.55 | 9.33 | 1¾ | *17.48* | .....Estudillo.......<br>0.95 |
| 12.25 | **6.18** | s 10.09 | s 6.49 | s 4.29 | s 10.59 | | | | | s 5.34 | 8.54 | s 7.11 | 4.57 | s 9.36 | 1 | *18.43* | .D.. Lorenzo..........<br>2.65 |
| 1.25 | **6.43** | s 10.15 | s 6.55 | s 4.35 | s 11.05 | | | | | s 5.40 | 8.58 | s 7.17 | 5.01 | s 9.43 | 2¾ | *21.08* | .D.. Hayward..........<br>3.90 |
| 1.43 | 6.56 | f 10.20 | f 7.03 | f 4.43 | 11.10 | | | | | f 5.46 | 9.03 | 7.24 | 5.06 | 9.50 | 4 | *24.98* | .....Halvern...........<br>2.44 |
| **2.03** | 7.03 | s 10.25 | s 7.08 | s 4.48 | s 11.15 | | | | | s 5.51 | 9.06 | s 7.30 | 5.10 | s 9.55 | 2½ | *27.42* | .D.. Decoto............<br>2.78 |
| 2.17 | **7.14**<br>AM AR | 10.30<br>PM AR | 7.15<br>PM AR | 4.55<br>PM AR | 11.20<br>AM AR | | | | | Foot-note<br>s **5.58**<br>PM AR | s 9.10<br>AM AR | s **7.37** | s 5.15<br>PM AR | Foot-note<br>s **10.00**<br>AM AR | 3 | *30.20* | .D.. **NILES**.........W. |
| 2.57 | | | | | | PM LV<br>6.05 | PM LV<br>2.47 | AM LV<br>10.15 | AM LV<br>7.30 | | | 7.37 | | | | *30.20* | .D.. **NILES**......W.<br>3.55 |
| 3.25 | | | | | | s 6.13 | s 2.55 | s 10.22 | s 7.42 | | | s 7.45 | | | 5½ | *33.75* | .....Irvington.....<br>3.64 |
| 3.42 | | | | | | s **6.22** | s 3.04 | s 10.29 | s 7.53 | | | s 7.53 | | | 5½ | *37.39* | .D.. Warm Springs.<br>4.33 |
| 4.02 | | | | | | s 6.31 | s 3.12 | s 10.38 | s 8.08 | | | s 8.02 | | | 6½ | *41.72* | .D.. Milpitas.......<br>2.62 |
| 4.15 | | | | | | f 6.37 | f 3.18 | 10.42 | f 8.17 | | | f 8.07 | | | 3¾ | *44.34* | .....Wayne........<br>3.40 |
| **4.35**<br>PM AR | | | | | | 6.45<br>PM AR | 3.27<br>PM AR | 10.50<br>AM AR | 8.35<br>AM AR | | | 8.15<br>PM AR | | | 7 | *47.74* | .DN. **SAN JOSE**..W. |
| Daily | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | |
| (5.30) | (2.09) | (0.55) | (1.17) | (1.00) | (0.55) | (0.40) | (0.40) | (0.35) | (1.05) | (0.58) | (0.42) | (1.45) | (0.45) | (1.00) | | | (47.74) |

San Jose Branch.

☞ FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.

☞ FOOT-NOTE.—Train No. 280 has right of track over Train No. 279.

☞ FOOT-NOTE.—Train No. 106 has right of track over Train No. 105.

☞ FOOT-NOTE.—Train No. 37 will wait at Niles until 6:02 p. m. for No. 88.

☞ FOOT-NOTE.—Trains Nos. 40 and 37, 38 and 277, 112 and 279, 280 and 85, will, on their rights, meet on the double track near Tower No. 3, avoiding a meet within the fire limits.

☞ FOOT-NOTE.—Train No. 85 will take siding at Niles for No. 32.

★ Trains Nos. 40 and 88 will stop at East Oakland only to take on passengers.

*Trains will stop as follows:*

At Seminary Park, all passenger trains, except Nos. 38, 40 and 82, on signal.

At South San Leandro, all passenger trains, except Nos. 32, 38, 40 and 82, on signal.

At Cherry, all passenger trains, except Nos. 32, 38, 40 and 82, on signal.

**All trains must get orders or clearance cards before leaving Oakland Pier or West Oakland.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: San Francisco and San Jose.

**TIME TABLE**
**No. 80.**
**Mar. 30, 1902.**

## TOWARD SAN FRANCISCO.

| STATIONS. | DISTANCE FROM SACRAMENTO. | Minimum running time between stations for freight trains—minute | First Class. | | | | | | | | | | | | | Third Class. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 31 | 37 | 39 | 85 | 87 | 89 | 91 | 93 | 95 | 97 | 105 | 107 | 109 | 277 | 279 |
| | | | Stockton and Sacramento Express | Stockton Passenger | San Jose Passenger | Livermore and San Jose Passenger | Livermore and San Jose Passenger | San Jose Passenger | San Jose Passenger | San Jose Passenger and Freight | San Jose Passenger | San Jose Passenger | Niles Local | Niles Local | Niles Local | Way Freight | San Jose Freight |
| | | | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily |
| .DN. **SAN FRANCISCO** . . .<br>4.50 | *139.67* | ..... | PM AR<br>4.25 | PM AR<br>7.25 | AM AR<br>7.55 | AM AR<br>11.55 | AM AR<br>8.55 | ........ | ........ | ........ | ........ | ........ | PM AR<br>12.55 | PM AR<br>7.55 | AM AR<br>7.25 | ........ | ........ |
| .DN. **OAKLAND PIER** . . . .<br>1.39 | *135.17* | ..... | s 3.47 | s 6.45 | s 7.20 | s 11.15 | s 8.15 | ........ | ........ | ........ | ........ | ........ | s 12.20 | s 7.15 | s 6.50 | ........ | ........ |
| .DN. **West Oakland** . . **W**.<br>1.71 | *133.78* | | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | PM AR<br>5.10 | PM AR<br>9.45 |
| .D. . **Oakland (First St.)** .<br>1.70 | *132.07* | 5½ | s 3.37 | Foot-note<br>s **6.36** | s 7.12 | Foot-note<br>s **11.06** | s 8.06 | ........ | ........ | ........ | ........ | ........ | s 12.11 | s 7.04 | s 6.41 | Foot-note<br>**4.28** | Foot-note<br>**9.32** |
| .D. . **East Oakland** . . . **W**.<br>0.72 | *130.37* | 5 | s 3.32 | 6.32 | ★ 7.08 | ★11.02 | ★ 8.03 | ........ | ........ | ........ | ........ | ........ | 12.08 | s 6.59 | 6.38 | 4.23 | 9.27 |
| . . . . .**23d Avenue** . . (Spur).<br>0.65 | *129.65* | | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ‡ ...... | ........ | ........ |
| . . . . .**Fruitvale** . . . . . . . . .<br>0.57 | *129.00* | 6½ | 3.28 | ........ | 7.05 | 10.59 | 8.00 | ........ | ........ | ........ | ........ | ........ | s 12.05 | 6.55 | ‡ 6.35 | 4.16 | 9.22 |
| . . . . .**Sather** . . . . . . . (Spur).<br>0.30 | *128.43* | | s 3.27 | ........ | † 7.04 | s 10.58 | s 7.59 | ........ | ........ | ........ | ........ | ........ | s 12.04 | † 6.54 | s 6.34 | ........ | ........ |
| . . . . .**Melrose** . . . . . . . . . .<br>1.08 | *128.13* | | 3.26 | **6.28** | f 7.03 | f 10.56 | f 7.57 | ........ | ........ | ........ | ........ | ........ | f 12.03<br>PM | f **6.53** | f 6.33 | **4.13** | 9.18 |
| . . . . .**Kohler** . . . . . . . (Spur).<br>0.43 | *127.05* | | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ |
| . . . . .**Fitchburg** . . . . (Spur).<br>1.32 | *126.62* | 9 | ........ | ........ | f ...... | f ...... | f ...... | ........ | ........ | ........ | ........ | ........ | f ...... | ........ | f ...... | ........ | ........ |
| . . . . .**Elmhurst** . . . . . . . . .<br>1.36 | *125.30* | | 3.21 | 6.24 | f 6.57 | f 10.49 | f 7.50 | ........ | ........ | ........ | ........ | ........ | f 11.57 | f 6.45 | f 6.27 | 3.55 | 9.07 |
| .D. . **San Leandro** . . . . .<br>1.75 | *123.94* | | s 3.18 | 6.22 | s 6.54 | s 10.46 | s 7.47 | ........ | ........ | ........ | ........ | ........ | s **11.55** | s **6.42** | s 6.25 | 3.50 | 9.02 |
| . . . . .**Estudillo** . . . . . . . . .<br>0.95 | *122.19* | 3¾ | 3.14 | 6.19 | f 6.50 | f 10.41 | f 7.42 | ........ | ........ | ........ | ........ | ........ | f 11.51 | 6.36 | f 6.20 | 3.28 | 8.51 |
| .D. . **Lorenzo** . . . . . . . . .<br>2.65 | *121.24* | 2¼ | s 3.12 | 6.17 | s 6.48 | s 10.39 | s 7.40 | ........ | ........ | ........ | ........ | ........ | s 11.49 | s 6.34 | s **6.18** | 3.25 | 8.45 |
| .D. . **Hayward** . . . . . . . . .<br>3.90 | *118.59* | 6 | s **3.06** | 6.13 | s **6.43** | s 10.32 | s 7.34 | ........ | ........ | ........ | ........ | ........ | s 11.43 | s 6.28 | s 6.12 | **3.06** | 8.28 |
| . . . . .**Halvern** . . . . . . . . .<br>2.44 | *114.69* | 9 | 2.58 | 6.07 | 6.36 | f 10.23 | f 7.26 | ........ | ........ | ........ | ........ | ........ | 11.37 | 6.19 | f 6.02 | 2.13 | 8.00 |
| .D. . **Decoto** . . . . . . . . . .<br>2.78 | *112.25* | 5½ | s 2.53 | 6.03 | s 6.31 | s 10.18 | s 7.21 | ........ | ........ | ........ | ........ | ........ | s 11.33 | s 6.13 | s 5.57 | **2.03** | 7.49 |
| .D. . **NILES** . . . . . . . . . **W**. | *109.47* | 6½ | 2.47<br>PM LV | Foot-note<br>**5.58**<br>PM LV | 6.25 | Foot-note<br>**10.12**<br>AM LV | **7.14**<br>AM LV | ........ | ........ | ........ | ........ | ........ | 11.28<br>AM LV | 6.06<br>PM LV | 5.52<br>AM LV | 1.50<br>PM LV | **7.37** |
| *San Jose Branch.* | | | | | | | | | | | | | | | | | |
| .D. . **NILES** . . . . . . **W**.<br>3.55 | *109.47* | | ........ | ........ | s 6.25 | ........ | ........ | AM AR<br>7.00 | AM AR<br>10.00 | PM AR<br>1.35 | PM AR<br>5.13 | PM AR<br>2.30 | ........ | ........ | ........ | ........ | 7.00 |
| . . . . .**Irvington** . . . .<br>3.64 | *113.02* | 11 | ........ | ........ | s 6.18 | ........ | ........ | s 6.50 | s 9.54 | s 1.20 | s 5.06 | s 2.22 | ........ | ........ | ........ | ........ | 6.43 |
| .D. . **Warm Springs** .<br>4.33 | *116.66* | 11 | ........ | ........ | s 6.12 | ........ | ........ | s 6.39 | s 9.48 | s 1.07 | s 4.58 | s 2.14 | ........ | ........ | ........ | ........ | **6.22** |
| .D. . **Milpitas** . . . . . .<br>2.62 | *120.99* | 13 | ........ | ........ | s 6.04 | ........ | ........ | s 6.28 | s 9.41 | s 12.53 | s 4.48 | s 2.04 | ........ | ........ | ........ | ........ | 5.55 |
| . . . . .**Wayne** . . . . . . .<br>3.40 | *123.61* | 7½ | ........ | ........ | f 5.57 | ........ | ........ | f 6.22 | 9.37 | f 12.42 | f 4.43 | f 1.57 | ........ | ........ | ........ | ........ | 5.42 |
| .DN. **SAN JOSE** . . **W**. | *127.01* | 12 | ........ | ........ | 5.50<br>AM LV | ........ | ........ | 6.15<br>AM LV | 9.30<br>AM LV | 12.35<br>PM LV | **4.35**<br>PM LV | 1.50<br>PM LV | ........ | ........ | ........ | ........ | 5.30<br>PM LV |
| | | | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily |
| (47.74) | | | (1.00) | (0.47) | (1.30) | (1.03) | (1.01) | (0.45) | (0.30) | (1.00) | (0.38) | (0.40) | (0.52) | (1.09) | (0.58) | (3.20) | (4.15) |

☞ FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.

☞ FOOT-NOTE.—Train No. 280 has right of track over Train No. 279.

☞ FOOT-NOTE.—Train No. 106 has right of track over Train No. 105.

☞ FOOT-NOTE.—Train No. 37 will wait at Niles until 6:02 p.m. for No. 88.

☞ FOOT-NOTE.—Trains Nos. 40 and 37, 38 and 277, 112 and 279, 280 and 85, will, on their rights, meet on the double track near Tower No. 3, avoiding a meet within the fire limits.

☞ FOOT-NOTE.—Train No. 85 will take siding at Niles for No. 32.

★Trains Nos. 39, 85 and 87 will stop at East Oakland only to let off passengers.

†Trains Nos. 39 and 107 will stop at Sather only to let off passengers.

‡Train No. 109 will stop at Fruitvale and 23d Ave. only to let off passengers.

*Trains will stop as follows:*

At Seminary Park, all passenger trains, except Nos. 31, 37 and 39, on signal.

At South San Leandro, all passenger trains, except Nos. 31, 37 and 39, on signal.

At Cherry, all passenger trains, except Nos. 31, 37 and 39, on signal.

**All trains must get orders or clearance cards before leaving San Jose.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Niles and Lodi.

## FROM SAN FRANCISCO.

**TIME TABLE No. 80.**

**Mar. 30, 1902.**

| Third Class. | Second Class. | | | | First Class. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 278 | 282 | 298 | 286 | 284 | 130 | 128 | 126 | 124 | 122 | 88 | 84 | 82 | 50 | 38 | 32 | 8 | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. |
| Way Freight | Freight | ★Fresno Freight | Way Freight | Steamer Freight Limited | Stockton Passenger | Stockton Passenger | Stockton and Bakersfield Passenger | Sacramento Passenger | Sacramento Passenger | Livermore Passenger | Stockton Passenger | Stockton and Visalia Passenger | Fresno Passenger | Lodi and Stockton Passenger | Stockton and Sacramento Express | Los Angeles Express | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | | | | | PM LV<br>5.00 | | | | PM LV<br>4.30 | PM LV<br>5.00 | AM LV<br>8.00 | PM LV<br>5.00 | PM LV<br>4.00 | AM LV<br>8.30 | AM LV<br>9.00 | | 0.00 | .DN. SAN FRANCISCO |
| AM LV<br>7.45 | | | | | | | | | | PM LV<br>6.02 | | AM LV<br>9.12 | | PM LV<br>5.20 | AM LV<br>Foot-note<br>**10.10** | | | 30.20 | .D.. NILES ....W.<br>2.48 |
| 7.55 | | | | | | | | | | ƒ 6.09 | | 9.16 | | 5.27 | ƒ 10.17 | | 4 | 32.68 | ....Farwell<br>3.92 |
| 8.30 | | | | | | | | | | s 6.20 | | 9.23 | | Foot-note<br>s **5.38** | s 10.28 | | 7 | 36.60 | .D.. Sunol<br>5.20 |
| **9.31** | | | | | | | | | | s 6.32 | | **9.31** | | s 5.48 | s 10.42 | | 8 | 41.80 | .D.. Pleasanton<br>1.51 |
| 9.44 | | | | | | | | | | ƒ 6.35 | | 9.33 | | 5.50 | 10.45 | | 2 | 43.31 | ....Remillard<br>4.57 |
| 10.25<br>AM AR | PM LV<br>4.45 | | | | | | | | | 6.45<br>PM AR | | s 9.40 | | s 5.58 | s 11.00 | | 6 | 47.88 | .D.. Livermore ....W.<br>3.59 |
| | **5.09** | | | | | | | | | | | 9.46 | | 6.04 | 11.09 | | 5 | 51.47 | ....Ulmar<br>4.50 |
| | 5.24 | | | | | | | | | | | 9.53 | | ƒ 6.11 | s 11.19 | | 7 | 55.97 | ....Altamont<br>4.50 |
| | | | | | | | | | | | | | | | | | 8 | 60.47 | ....Cayley<br>3.46 |
| | 5.53 | | | | | | | | | | | 10.09 | | ƒ 6.27 | s 11.37 | | 6 | 63.93 | ....Midway<br>5.66 |
| | 6.09 | | | | | | | | | | | 10.18 | | 6.35 | 11.49 | | 8 | 69.59 | ....Ellis<br>2.14 |
| | 6.15<br>PM AR | | | | | | | | | | | 10.22 | | 6.40 | 11.54 | | 3¼ | 71.73 | .DN. TRACY ....W. |
| | | AM LV<br>5.15 | AM LV<br>6.55 | PM LV<br>11.00 | | | | PM LV<br>3.20 | AM LV<br>8.00 | | PM LV<br>7.30 | 10.28 | PM LV<br>8.27 | **6.45** | 11.58 | PM LV<br>12.11 | | 71.73 | .DN. TRACY ....W.<br>3.09 |
| | | 5.29 | 7.10 | 11.12 | | | | s 3.27 | s 8.06 | | 7.35 | 10.33 | ƒ **8.34** | s 6.51 | PM<br>12.03 | s 12.17 | 4½ | 74.82 | ....Banta<br>3.70 |
| | | **5.50** | **7.35** | 11.23 | | | | 3.36 | 8.15 | | 7.41 | 10.40 | 8.41 | Foot-note<br>**6.57** | 12.11 | 12.25 | 5½ | 78.52 | ....Minard<br>4.30 |
| | | 6.05<br>AM AR | 8.00 | **11.40** | | | | s 3.47 | 8.25 | | s **7.48** | s 10.48 | s 8.50<br>PM AR | s 7.05 | ¶ 12.20 | ¶ 12.35<br>PM AR | 6½ | 82.82 | .DN. LATHROP ....W. |
| | | | **8.45** | **11.40** | AM LV<br>**8.45** | PM LV<br>9.00 | PM LV<br>12.33 | 3.47 | **8.30** | | **7.48** | 10.48 | | 7.05 | **12.42** | | | 82.82 | .DN. LATHROP ....W.<br>4.21 |
| | | | **9.23** | 11.54 | ƒ 8.55 | ƒ 9.10 | ƒ 12.41 | s **3.59** | ƒ 8.39 | | 7.56 | 10.56 | | ƒ **7.13** | ƒ 12.50 | | 5½ | 87.03 | ....French Camp<br>4.67 |
| | | | 9.40<br>10.25 | AM<br>12.12 | **9.05**<br>AM AR | 9.20<br>PM AR | 12.50<br>PM AR | s 4.11 | s **8.50** | | 8.05<br>PM AR | 11.05<br>AM AR | | s 7.23 | 1.00<br>1.05 | | 7 | 91.70 | .DN. STOCKTON ....W.<br>1.62 |
| | | | | | | | | | | | | | | | | | 2¼ | 93.32 | ....Armbrust ....(Spur)<br>0.34 |
| | | | | | | | | | | | | | | | ƒ | | ½ | 93.66 | ....El Pinal ....(Spur)<br>3.93 |
| | | | 10.48 | 12.32 | | | | ƒ 4.25 | 9.02 | | | | | 7.34 | 1.17 | | 5 | 97.59 | ....Castle<br>3.49 |
| | | | 11.03 | 12.43 | | | | 4.32 | 9.10 | | | | | 7.41 | 1.25 | | 4¾ | 101.08 | ....Armstrong<br>3.21 |
| | | | **11.30**<br>AM AR | 12 55<br>AM AR | | | | s **4.40**<br>PM AR | s 9.17<br>AM AR | | | | | 7.47<br>PM AR | s 1.32<br>PM AR | | 4¼ | 104.29 | .D.. LODI |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| (2.40) | (1.30) | (0.50) | (4.35) | (1.55) | (0.20) | (0.20) | (0.17) | (1.20) | (1.17) | (0.43) | (0.35) | (1.53) | (0.23) | (2.27) | (3.22) | (0.24) | | | (74.09) |

★Train No. 298 may carry passengers.

**All trains must get orders or clearance cards before leaving Tracy or Lathrop.**

☞ **FOOT-NOTE.—Train No. 85 will take siding at Niles for No. 32.**

☞ **FOOT-NOTE.—Train No. 37 will wait at Sunol until 5.43 p. m. for No. 38.**

☞ **FOOT-NOTE.—Train No. 121 will wait at Minard until 7:02 p.m. for No. 38. No. 121 will take siding.**

☞ **FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

***Trains will stop as follows:***

At Brightside, Nos. 32 and 88 on signal.
At Bonita, No. 88 on signal.
At Verona, Nos. 32 and 88 on signal.
At San Joaquin Bridge, Nos. 32, 122 and 124 on signal.
At Merienda, Nos. 32 and 88 on signal.
At Mayborg, Nos. 32 and 88 on signal.

# WESTERN DIVISION: Niles and Lodi.

## TOWARD SAN FRANCISCO.

| TIME TABLE No. 80.<br>Mar. 30, 1902. | DISTANCE FROM SACRAMENTO. | Minimum running time between stations for freight trains—minutes. | First Class. | | | | | | | | | | | Second Class. | | | | | Third Class. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATIONS. | | | 31 | 37 | 49 | 81 | 83 | 85 | 87 | 121 | 125 | 127 | 129 | 217 | 281 | 283 | 285 | 297 | 277 | 287 |
| | | | Stockton and Sacramento Express | Stockton Passenger | Fresno Passenger | Stockton Passenger | Stockton Passenger | Livermore Passenger | Livermore and San Jose Passenger | Sacramento Passenger | Stockton and Bakersfield Passenger | Stockton Passenger | Lodi and Stockton Passenger | Ogden Freight | Freight | Sunset Freight Limited | Way Freight | ★Fresno Freight | Way Freight | Sacramento Freight |
| | | | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily |
| .DN. **SAN FRANCISCO** .. | 139.67 | .... | PM AR<br>4.25 | PM AR<br>7.25 | PM AR<br>12.25 | AM AR<br>10.25 | PM AR<br>4.55 | AM AR<br>11.55 | AM AR<br>8.55 | | | | PM AR<br>12.25 | | | | | | | |
| .D.. **NILES** ..........W.<br>2.48 | 109.47 | | PM AR<br>s 2.42 | PM AR<br>s 5.52 | | | | AM AR<br>Foot-note<br>s **9.58** | AM AR<br>s 7.07 | | | | | | | | | | PM AR<br>1.20 | |
| .....**Farwell** ..........<br>3.92 | 106.99 | 7½ | 2.36 | † 5.47 | | | | ƒ 9.52 | ƒ 7.01 | | | | | | | | | | 1.00 | |
| .D.. **Sunol** ..........<br>5.20 | 103.07 | 12 | s 2.27 | Foot-note<br>s **5.38** | | | | s 9.43 | s 6.52 | | | | | | | | | | 12.43 | |
| .D.. **Pleasanton** ........<br>1.51 | 97.87 | 12 | s 2.17 | s 5.27 | | | | s **9.31** | s 6.41 | | | | | | | | | | 12.15 | |
| .....**Remillard** ..........<br>4.57 | 96.36 | 3½ | ƒ 2.14 | 5.24 | | | | ƒ 9.25 | ƒ 6.37 | | | | | | | | | | PM<br>11.53 | |
| .D.. **Livermore** ......W.<br>3.59 | 91.79 | 10¼ | s 2.07 | s 5.16 | | | | 9.17<br>AM LV | 6.30<br>AM LV | | | | | | PM AR<br>4.05 | | | | 11.35<br>AM LV | |
| .....**Ulmar** ..........<br>4.50 | 88.20 | 9 | 1.57 | **5.09** | | | | | | | | | | | 3.45 | | | | | |
| .....**Altamont** ..........<br>4.50 | 83.70 | 11½ | s 1.47 | ƒ 5.01 | | | | | | | | | | | 3.25 | | | | | |
| .....**Cayley** ..........<br>3.46 | 79.20 | 13½ | | | | | | | | | | | | | | | | | | |
| .....**Midway** ..........<br>5.66 | 75.74 | 10½ | s 1.27 | ƒ 4.45 | | | | | | | | | | | 2.44 | | | | | |
| .....**Ellis** ..........<br>2.14 | 70.08 | 13 | 1.16 | 4.35 | | | | | | | | | | | 2.27 | | | | | |
| DN. **TRACY** ..........W. | 67.94 | 5 | 1.12 | 4.31 | | | | | | | | | | | 2.20<br>PM LV | | | | | |
| .DN. **TRACY** ..........W.<br>3.09 | 67.94 | | 1.09 | 4.27 | AM AR<br>s 9.02 | AM AR<br>s 7.47 | PM AR<br>s 1.50 | | | PM AR<br>7.10 | | | | AM AR<br>10.20 | | AM AR<br>6.15 | PM AR<br>8.45 | PM AR<br>**6.45** | | AM AR<br>12.25 |
| .....**Banta** ..........<br>3.70 | 64.85 | 6 | s 1.03 | ƒ 4.22 | ƒ 8.56 | 7.42 | 1.45 | | | s 7.04 | | | | 10.08 | | 6.03 | **8.34** | 6.27 | | 12.13 |
| .....**Minard** ..........<br>4.30 | 61.15 | 7½ | 12.56 | 4.15 | 8.48 | **7.35** | 1.38 | | | Foot-note<br>**6.57** | | | | 9.55 | | **5.50** | 8.05 | 6.13 | | AM<br>11.58 |
| .DN. **LATHROP** ........W. | 56.85 | 10½ | **12.47** | 4.07 | 8.40<br>AM LV | 7.27 | 1.30 | | | 6.47 | | | | 9.38 | | 5.35 | **7.48** | 5.58<br>PM LV | | **11.40** |
| .DN. **LATHROP** ........W.<br>4.21 | 56.85 | | ¶ 12.25 | s 4.07 | | s 7.27 | s 1.30 | | | s 6.47 | AM AR<br>7.53 | PM AR<br>8.42 | AM AR<br>**8.30** | 9.38 | | 5.35 | **7.48** | | | **11.40** |
| .....**French Camp** ......<br>4.67 | 52.64 | 11 | ƒ 12.14 | ƒ **3.59** | | 7.19 | 1.22 | | | ƒ 6.37 | ƒ 7.40 | ƒ 8.30 | ƒ 8.22 | **9.23** | | 5.15 | **7.13** | | | 11.17 |
| DN. **STOCKTON** ......W.<br>1.62 | 47.97 | 14 | 12.04<br>PM<br>11.58 | 3.50<br>PM LV | | 7.10<br>AM LV | 1.13<br>PM LV | | | s **6.28** | 7.30<br>AM LV | 8.20<br>PM LV | s 8.13 | **9.05**<br>**8.50** | | 4.54 | **6.28** | | | 10.55 |
| .....**Armbrust** .....(Spur).<br>0.34 | 46.35 | 4½ | | | | | | | | | | | | | | | | | | |
| .....**El Pinal** ......(Spur).<br>3.93 | 46.01 | 1 | ƒ | | | | | | | ƒ | | | | | | | | | | |
| .....**Castle** ..........<br>3.49 | 42.08 | 10 | ƒ 11.45 | | | | | | | ƒ 6.15 | | | **8.02** | **8.02** | | 4.33 | 5.10 | | | 10.19 |
| .....**Armstrong** ........<br>3.21 | 38.59 | 9½ | 11.37 | | | | | | | 6.08 | | | 7.56 | 7.37 | | 4.21 | 4.53 | | | 10.07 |
| D.. **LODI** .......... | 35.38 | 8½ | **11.30**<br>AM LV | | | | | | | 6.02<br>PM LV | | | 7.50<br>AM LV | 7.25<br>AM LV | | 4.10<br>AM LV | **4.40**<br>PM LV | | | 9.57<br>PM LV |
| | | | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily |
| (74.09) | | | (3.12) | (2.02) | (0.22) | (0.37) | (0.37) | (0.41) | (0.37) | (1.08) | (0.23) | (0.22) | (0.40) | (2.55) | (1.45) | (2.05) | (4.05) | (0.47) | (1.45) | (2.28) |

★ Train No. 297 may carry passengers. † No. 37 will stop on signal at Farwell, daily except Sunday.

**All trains must get orders or clearance cards before leaving Tracy or Lathrop.**

**☞ FOOT-NOTE.—Train No. 85 will take siding at Niles for No. 32.**

**☞ FOOT-NOTE.—Train No. 37 will wait at Sunol until 5.43 p. m. for No. 38.**

**☞ FOOT-NOTE.—Train No. 121 will wait at Minard until 7.02 p. m. for No. 38. No. 121 will take siding.**

**☞ FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

***Trains will stop as follows:***

At Merienda, Nos. 31, 85 and 87 on signal.
At Brightside, Nos. 31, 85 and 87 on signal.
At Bonita, Nos. 85 and 87 on signal.
At San Joaquin Bridge, Nos. 31, 37, 49 and 121 on signal.
At Mayborg, Nos. 31, 85 and 87 on signal.
At Verona, Nos. 31, 37, 85 and 87 on signal.

# WESTERN DIVISION: Lodi, Ione and Sacramento.

## FROM SAN FRANCISCO.

| Third Class. | | | | | Second Class. | | | | | | First Class. | | | | | | | | | | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 80.<br>Mar. 30, 1902. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 292 | 286 | 284 | | | | 140 | 138 | 136 | 134 | 132 | 124 | 122 | 32 | | | |
| | | | | | | | | Placerville Passenger and Freight | Way Freight | Steamer Freight Limited | | | | Ione Passenger and Freight | Fair Oaks Passenger | Fair Oaks Passenger | Placerville Passenger | Ione Passenger and Freight | Sacramento Passenger | Sacramento Passenger | Stockton and Sacramento Express | | | |
| | | | | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily | | | | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | STATIONS. |
| | | | | | | | | | | | | | | | | | | | | | AM LV<br>8.30 | ..... | 0.00 | .DN. **SAN FRANCISCO** |
| | | | | | | | | | PM LV<br>12.20 | AM LV<br>12.55 | | | | | | | | | PM LV<br>**4.40** | AM LV<br>9.17 | PM LV<br>1.32 | | 104.29 | .D.. **LODI** |
| | | | | | | | | | | | | | | | | | | | | | | 2½ | | 1.80 |
| | | | | | | | | | | | | | | | | | | | | | | | 106.09 | ..... **Urgon** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | 1½ | | 1.12 |
| | | | | | | | | | 12.33 | 1.05 | | | | | | | | | s 4.47 | s 9.23 | s 1.38 | | 107.21 | .D.. **Acampo** |
| | | | | | | | | | | | | | | | | | | | | | | 4½ | | 3.29 |
| | | | | | | | | | 12.49 | 1.17 | | | | | | | | | f 4.53 | 9.30 | f 1.45 | | 110.50 | ..... **Forest Lake** |
| | | | | | | | | | | | | | | | | | | | | | | 2¾ | | 2.10 |
| | | | | | | | | | 1.00 | 1.25 | | | | | | | | | s 4.58 | s 9.35 | s 1.53 | | 112.60 | .D.. **GALT** W. |
| | | | | | | | | | | | | | | PM LV<br>5.55 | | | | PM LV<br>2.00 | | | | | 112.60 | .D.. **GALT** W.<br>Amador Branch. |
| | | | | | | | | | | | | | | | | | | | | | | 12 | | 5.56 |
| | | | | | | | | | | | | | | f | | | | f | | | | | 118.16 | ..... **Conley** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | 7¼ | | 3.29 |
| | | | | | | | | | | | | | | f 6.20 | | | | f 2.22 | | | | | 121.45 | ..... **Cicero** |
| | | | | | | | | | | | | | | | | | | | | | | 3¼ | | 1.40 |
| | | | | | | | | | | | | | | f | | | | f | | | | | 122.85 | ..... **Clay** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | 24¾ | | 10.37 |
| | | | | | | | | | | | | | | f 6.54 | | | | s 2.53 | | | | | 133.22 | ..... **Carbondale** |
| | | | | | | | | | | | | | | | | | | | | | | 6 | | 0.74 |
| | | | | | | | | | | | | | | f | | | | f | | | | | 133.96 | ..... **Yaru** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | | | 2.06 |
| | | | | | | | | | | | | | | f | | | | f | | | | | 136.02 | ..... **Clarksona** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | 6 | | 2.70 |
| | | | | | | | | | | | | | | f | | | | f | | | | | 138.72 | ..... **Dagon** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | ½ | | 0.28 |
| | | | | | | | | | | | | | | f | | | | f | | | | | 139.00 | ..... **Younglove** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | 2 | | 0.80 |
| | | | | | | | | | | | | | | 7.15<br>PM AR | | | | 3.10 Foot-note<br>PM AR | | | | | 139.80 | .D.. **IONE** W. |
| | | | | | | | | | **1.53** | 1.25 | | | | | | | | | 4.58 | 9.35 | **1.53** | | 112.60 | .D.. **GALT** W. |
| | | | | | | | | | | | | | | | | | | | | | | 7¾ | | 5.81 |
| | | | | | | | | | 2.23 | 1.45 | | | | | | | | | f 5.11 | f 9.47 | f 2.05 | | 118.41 | ..... **Arno** |
| | | | | | | | | | | | | | | | | | | | | | | 2½ | | 1.89 |
| | | | | | | | | | 2.32 | 1.52 | | | | | | | | | f 5.15 | f 9.50 | f 2.09 | | 120.30 | ..... **McConnell** |
| | | | | | | | | | | | | | | | | | | | | | | 4¾ | | 3.54 |
| | | | | | | | | | 2.50 | 2.05 | | | | | | | | | s **5.25** | s 9.58 | s 2.17 | | 123.84 | .D.. **Elk Grove** |
| | | | | | | | | | | | | | | | | | | | | | | 8¼ | | 6.14 |
| | | | | | | | | | 3.20 | **2.40** | | | | | | | | | s 5.38 | s 10.12 | s 2.30 | | 129.98 | .D.. **Florin** |
| | | | | | | | | | | | | | | | | | | | | | | 5½ | | 4.05 |
| | | | | | | | | PM LV<br>3.57 | **3.40** | 2.54 | | | | | PM LV<br>4.26 | AM LV<br>**7.26** | AM LV<br>9.20 | | s **5.50** | s **10.25** | s 2.40 | | 134.03 | .D.. **BRIGHTON** |
| | | | | | | | | | | | | | | | | | | | | | | 4 | | 2.60 |
| | | | | | | | | f | | | | | | | f | f | f | | | | | | 136.63 | ..... **Homestead** (Spur) |
| | | | | | | | | | | | | | | | | | | | | | | 6 | | 3.04 |
| | | | | | | | | 4.20<br>PM AR | 4.05<br>PM AR | 3.15<br>AM AR | | | | | 4.45<br>PM AR | 7.45<br>AM AR | 9.35<br>AM AR | | 6.05<br>PM AR | 10.40<br>AM AR | 2.55<br>PM AR | | 139.67 | .DN. **SACRAMENTO** |
| | | | | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily | | | | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | | | | | | | (0.23) | (3.45) | (2.20) | | | | (1.20) | (0.19) | (0.19) | (0.15) | (1.10) | (1.25) | (1.23) | (1.23) | | | (35.38) |

**☞FOOT-NOTE.—Train No. 132 has right of track over train No. 139.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Lodi, Ione and Sacramento.

## TOWARD SAN FRANCISCO.

| TIME TABLE No. 80. Mar. 30, 1902. STATIONS. | DISTANCE FROM SACRAMENTO. | Minimum running time between stations for freight trains—minutes. | First Class. | | | | | | | Second Class. | | | | Third Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 31<br>Stockton and Sacramento Express | 121<br>Sacramento Passenger | 131<br>Ione Passenger and Freight | 133<br>Placerville Passenger | 135<br>Fair Oaks Passenger | 137<br>Fair Oaks Passenger | 139<br>Ione Passenger and Freight | 217<br>Ogden Freight | 283<br>Sunset Freight Limited | 285<br>Way Freight | 291<br>Placerville Passenger and Freight | 287<br>Sacramento Freight |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily |
| .DN. **SAN FRANCISCO** | *139.67* | .... | PM AR<br>4.25 | | | | | | | | | | | |
| .D.. **LODI**<br>1.80 | *35.38* | 5 | AM AR<br>s 11.30 | PM AR<br>s 6.02 | | | | | | AM AR<br>7.25 | AM AR<br>4.10 | PM AR<br>**4.40** | | PM AR<br>9.57 |
| .....Urgon ........(Spur).<br>1.12 | *33.58* | 3 | | | | | | | | | | | | |
| .D.. Acampo<br>3.29 | *32.46* | 9 | s 11.23 | s 5.56 | | | | | | 7.14 | 4.00 | 3.30 | | 9.47 |
| .....Forest Lake<br>2.10 | *29.17* | 5½ | f 11.17 | f 5.50 | | | | | | 7.02 | 3.48 | 3.08 | | 9.36 |
| .D.. **GALT** ..........W. | *27.07* | | 11.12 | 5.46 | | | | | | 6.55 | 3.41 | 2.55 | | 9.28 |
| Amador Branch.<br>.D.. **GALT** .......W.<br>5.56 | *27.07* | 17 | | | AM AR<br>11.00 | | | | PM AR<br>5.15 | | | | | |
| .....Conley ...(Spur).<br>3.29 | *32.63* | 10 | | | f | | | | f | | | | | |
| .....Cicero<br>1.40 | *35.92* | 4½ | | | f 10.38 | | | | f 4.45 | | | | | |
| .....Clay .....(Spur).<br>10.39 | *37.32* | 31½ | | | f | | | | f | | | | | |
| .....Carbondale<br>0.74 | *47.69* | 8½ | | | s 10.07 | | | | f 4.05 | | | | | |
| .....Yaru.....(Spur).<br>2.06 | *48.43* | | | | f | | | | f | | | | | |
| .....Clarksona(Spur).<br>2.70 | *50.49* | 8 | | | f | | | | f | | | | | |
| .....Dagon....(Spur).<br>0.28 | *53.19* | 1 | | | f | | | | f | | | | | |
| .....Younglove(Spur).<br>0.80 | *53.47* | 2½ | | | f | | | | f | | | | | |
| .D.. **IONE** .......W. | *54.27* | | | | 9.50<br>AM LV | | | | Foot-note<br>3.45<br>PM LV | | | | | |
| .D.. **GALT** ..........W.<br>5.81 | *27.07* | 15½ | s 11.12 | s 5.46 | | | | | | 6.55 | 3.41 | **1.53** | | 9.28 |
| ....Arno<br>1.89 | *21.26* | 5 | f 10.55 | f 5.35 | | | | | | 6.33 | 3.20 | 1.05 | | 9.08 |
| ....McConnell<br>3.54 | *19.37* | 9½ | f 10.52 | f 5.32 | | | | | | 6.27 | 3.14 | 12.55 | | 9.02 |
| .D.. Elk Grove<br>6.14 | *15.83* | 16½ | s 10.45 | s **5.25** | | | | | | 6.14 | 3.02 | 12.35 | | 8.50 |
| .D.. Florin<br>4.05 | *9.69* | 11 | s 10.34 | s 5.13 | | | | | | 5.52 | **2.40** | 12.03 | | 8.30 |
| .D.. **BRIGHTON**<br>2.60 | *5.64* | 8 | s **10.25** | s 5.05 | | PM AR<br>**3.40** | AM AR<br>8.50 | PM AR<br>**5.50** | | 5.37 | 2.23 | PM<br>11.42 | AM AR<br>**7.26** | 8.16 |
| ....Homestead ...(Spur).<br>3.04 | *3.04* | 12 | | | | f | f | f | | | | | f | |
| DN. **SACRAMENTO** | *0.00* | | 10.10<br>AM LV | 4.50<br>PM LV | | 3.25<br>PM LV | 8.30<br>AM LV | 5.30<br>PM LV | | 5.10<br>AM LV | 2.00<br>AM LV | 11.15<br>AM LV | 7.00<br>AM LV | 7.55<br>PM LV |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily |
| (35.38) | | | (1.20) | (1.12) | (1.10) | (0.15) | (0.20) | (0.20) | (1.30) | (2.15) | (2.10) | (5.25) | (0.26) | (2.02) |

☞**FOOT-NOTE.—Train No. 132 has right of track over Train No. 139.**

**All trains must get orders or clearance cards before leaving Sacramento.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Lathrop and Merced.

| FROM SAN FRANCISCO. | | | | | | | | | | | | TIME TABLE No. 80. Mar. 30, 1902. | | | TOWARD SAN FRANCISCO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | | | | | First Class. | | | | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA ANTIOCH. | STATIONS. | DISTANCE FROM FRESNO. | Minimum running time between stations for freight trains—minutes. | First Class. | | | | | Second Class. | | | |
| | | | | 298<br>★Way Freight<br>Daily Ex. Sun. | | | 142<br>Stockton and Bakersfield Passenger<br>Daily | 50<br>Fresno Passenger<br>Daily | 8<br>Los Angeles Express<br>Daily | | | | | | 49<br>Fresno Passenger<br>Daily | 141<br>Stockton and Bakersfield Passenger<br>Daily | | | | 297<br>★Way Freight<br>Daily Ex. Sun. | | | |
| | | | | | | | | PM LV<br>5.00 | AM LV<br>9.00 | | 0.00 | SAN FRANCISCO | 206.65 | | PM AR<br>12.25 | PM AR<br>4.25 | | | | | | | |
| | | | | AM LV<br>6.25 | | | AM LV<br>7.57 | PM LV<br>8.57 | PM LV<br>1.00 | | 94.34 | .DN... LATHROP ....W.<br>3.70 | 112.31 | | AM AR<br>¶ 8.20 | PM AR<br>s 12.28 | | | | PM AR<br>5.45 | | | |
| | | | | 6.38 | | | f 8.04 | f 9.03 | f 1.08 | 5½ | 98.04 | Manteca<br>1.80 | 108.61 | 11 | f 8.13 | f 12.19 | | | | 5.32 | | | |
| | | | | 6.44 | | | **8.10** | 9.06 | 1.12 | 2¾ | 99.84 | Morrano<br>4.72 | 106.81 | 5½ | **8.10** | 12.15 | | | | 5.26 | | | |
| | | | | 7.00 | | | s 8.18 | s 9.14 | s 1.22 | 7 | 104.56 | .D....... Ripon<br>3.02 | 102.09 | 14 | s 8.02 | s 12.07 | | | | 5.09 | | | |
| | | | | 7.10 | | | f 8.23 | f 9.19 | f 1.28 | 4½ | 107.58 | Salida<br>6.76 | 99.07 | 9 | f 7.57 | s 12.02 | | | | 4.58 | | | |
| | | | | **7.44**<br>**8.35** | | | s **8.35** | s 9.30 | s 1.46 | 10½ | 114.34 | .DN.... Modesto .....W.<br>4.31 | 92.31 | 20½ | s **7.44** | PM<br>s 11.50 | | | | 4.35 | | | |
| | | | | 8.55 | | | f 8.42 | f 9.39 | s 1.58 | 6½ | 118.65 | Ceres<br>1.93 | 88.00 | 13 | f 7.35 | s 11.42 | | | | 3.30 | | | |
| | | | | | | | | | | 3 | 120.58 | Esmar (Spur)<br>1.40 | 86.07 | 6 | | | | | | | | | |
| | | | | 9.09 | | | f 8.48 | f 9.45 | s 2.05 | 2 | 121.98 | Keyes<br>5.41 | 84.67 | 4 | f 7.29 | f 11.36 | | | | 3.15 | | | |
| | | | | 9.32 | | | s 8.58 | s 9.54 | s 2.17 | 8 | 127.39 | .D..... Turlock<br>5.80 | 79.26 | 16 | s 7.20 | s 11.27 | | | | 2.52 | | | |
| | | | | 9.57 | | | f 9.08 | f 10.04 | f **2.28** | 8¾ | 133.19 | Delhi<br>4.80 | 73.46 | 17½ | f 7.10 | f 11.17 | | | | **2.28** | | | |
| | | | | 10.15 | | | s 9.16 | f 10.12 | s 2.37 | 6¾ | 137.49 | .D.... Livingston ....W.<br>2.60 | 69.16 | 13½ | f 7.03 | s 11.10 | | | | 2.03 | | | |
| | | | | 10.26 | | | f 9.20 | f 10.16 | f 2.42 | 4 | 140.09 | Arena<br>4.19 | 66.56 | 8 | f 6.59 | f 11.05 | | | | 1.53 | | | |
| | | | | **10.57** | | | s 9.28 | f 10.23 | s 2.51 | 6¼ | 144.28 | Atwater<br>1.69 | 62.37 | 12½ | f 6.52 | s **10.57** | | | | 1.38 | | | |
| | | | | | | | | | | 11¼ | 145.97 | Buhach<br>1.82 | 60.68 | 22½ | | | | | | | | | |
| | | | | | | | | | | | 147.79 | Ashby (Spur)<br>3.94 | 58.86 | | | | | | | | | | |
| | | | | 11.22<br>AM AR | | | s 9.42<br>AM AR | s 10.38<br>PM AR | s 3.10<br>PM AR | | 151.73 | .DN.... MERCED ....W. | 54.92 | | 6.40<br>AM LV | 10.45<br>AM LV | | | | 1.10<br>PM LV | | | |
| | | | | Daily Ex. Sun. | | | Daily | Daily | Daily | | | | | | Daily | Daily | | | | Daily Ex. Sun. | | | |
| | | | | (4.57) | | | (1.45) | (1.41) | (2.10) | | | (57.49) | | | (1.40) | (1.43) | | | | (4.39) | | | |

★ Trains Nos. 297 and 298 may carry passengers.

**All trains must get orders or clearance cards before leaving Lathrop.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Merced, Raymond and Fresno.

| FROM SAN FRANCISCO. | | | | | | | | | | | TOWARD SAN FRANCISCO. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | First Class. | | | | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA ANTIOCH. | TIME TABLE No. 80. Mar. 30, 1902. | DISTANCE FROM FRESNO. | Minimum running time between stations for freight trains—minutes. | First Class. | | | | Second Class. |
| 298 | 146 | 144 | 142 | 50 | 8 | | | | | | 49 | 141 | 143 | 145 | 297 |
| ★Way Freight | Yosemite Passenger | Passenger and Freight | Stockton and Bakersfield Passenger | Fresno Passenger | Los Angeles Express | | | STATIONS. | | | Fresno Passenger | Stockton and Bakersfield Passenger | Passenger and Freight | Yosemite Passenger | ★Way Freight |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | | Daily | Daily | Daily | Daily | Daily Ex. Sun. |
| | | | | PM LV<br>5.00 | AM LV<br>9.00 | | 0.00 | **SAN FRANCISCO** | 206.65 | | PM AR<br>12.25 | PM AR<br>4.25 | | | |
| PM LV<br>**12.20** | | | AM LV<br>9.42 | PM LV<br>10.38 | PM LV<br>3.10 | | 151.73 | DN **MERCED** W.<br>6.00 | 54.92 | | AM AR<br>s 6.40 | AM AR<br>s 10.45 | | | PM AR<br>**12.20** |
| 12.37 | | | ƒ 9.53 | ƒ 10.49 | ƒ 3.22 | 8 | 157.73 | **Lingard**<br>3.91 | 48.92 | 16 | ƒ 6.30 | ƒ 10.34 | | | PM<br>11.43 |
| 12.49 | | | ƒ 10.01 | ƒ 10.55 | s 3.29 | 5¼ | 161.64 | **Athlone**<br>5.38 | 45.01 | 10½ | ƒ 6.23 | s 10.27 | | | 11.30 |
| | | | | | | 7 | 167.02 | **Sierra Vista** (Spur)<br>0.98 | 39.63 | 14 | | | | | |
| 1.09 | | | s **10.17** | ƒ 11.06 | s 3.41 | 1¼ | 168.00 | D **Minturn**<br>1.33 | 38.65 | 2½ | ƒ 6.13 | s **10.17** | | | 11.07 |
| | | | | | | 1¾ | 169.33 | **McNear** (Spur)<br>3.97 | 37.32 | 3½ | | | | | |
| 1.25 | | | ƒ 10.26 | ƒ 11.16 | ƒ 3.51 | 5¼ | 173.30 | **Califa**<br>4.29 | 33.35 | 10½ | ƒ 6.04 | ƒ 10.08 | | | 10.48 |
| 1.50 | | | s **10.33** | 11.23 | s 4.02 | 5¾ | 177.59 | D **BERENDA** W. | 29.06 | 11½ | 5.57 | 10.02 | | | **10.33** |
| | AM LV<br>4.30 | AM LV<br>11 10 | | | | | 177.59 | Yosemite Branch.<br>D **BERENDA** W.<br>7.39 | 29.06 | | | | AM AR<br>9.50 | PM AR<br>7.55 | |
| | ƒ 4.47 | ƒ 11.27 | | | | 15 | 184.98 | **Talbot**<br>4.19 | 36.45 | 15 | | | ƒ 9.25 | ƒ 7.40 | |
| | ƒ 4.57 | ƒ 11.42 | | | | 8½ | 189.17 | **Daulton**<br>6.43 | 40.64 | 8½ | | | ƒ 9.10 | ƒ 7.31 | |
| | ƒ | PM<br>ƒ | | | | 21 | 195.60 | **Day** (Spur)<br>0.60 | 47.07 | 21 | | | ƒ | ƒ | |
| | ƒ 5.21 | ƒ 12.10 | | | | | 196.20 | **Herbert**<br>1.09 | 47.67 | | | | ƒ 8.30 | ƒ 7.09 | |
| | ƒ 5.25 | ƒ 12.14 | | | | 3¼ | 197.29 | **Knowles** (Spur)<br>1.30 | 48.76 | 3¼ | | | ƒ 8.25 | ƒ 7.05 | |
| | 5.30<br>AM AR | 12.20<br>PM AR | | | | 4 | 198.59 | D **RAYMOND** | 50.06 | 4 | | | 8.20<br>AM LV | 7.00<br>PM LV | |
| 1.50 | | | **10.33** | 11.33 | 4.02 | | 177.59 | D **BERENDA** W.<br>7.44 | 29.06 | | s 5.57 | s 10.02 | | | **10.33** |
| 3.05 | | | s 10.45 | s 11.45 | s 4.20 | 10 | 185.03 | D **Madera**<br>2.78 | 21.62 | 20 | s 5.44 | s **9.50** | | | **9.50** |
| 3.15 | | | ƒ 10.50 | ƒ 11.51 | ƒ 4.26 | 3¾ | 187.81 | **Borden**<br>3.50 | 18.84 | 7½ | ƒ 5.40 | ƒ 9.45 | | | 8.53 |
| | | | ƒ | ƒ | ƒ | 4½ | 191.31 | **Irrigosa** (Spur)<br>3.28 | 15.34 | 9 | ƒ | ƒ | | | |
| | | | | | | 7¼ | 194.59 | **Tharsa** (Spur)<br>2.21 | 12.06 | 14½ | | | | | |
| 3.45 | | | ƒ 11.07 | AM<br>ƒ 12.07 | ƒ 4.44 | | 196.80 | **Herndon** W.<br>4.50 | 9.85 | | ƒ 5.25 | ƒ 9.31 | | | 8.28 |
| 4.01 | | | ƒ 11.15 | ƒ 12.14 | ƒ 4.53 | 6 | 201.30 | **Muscatel**<br>5.35 | 5.35 | 12 | ƒ 5.18 | ƒ 9.23 | | | 8.15 |
| 4.20<br>PM AR | | | 11.25<br>AM AR | 12.25<br>AM AR | ¶ 5.05<br>PM AR | 7½ | 206.65 | DN **FRESNO** W. | 0.00 | 15 | 5.10<br>AM LV | 9.15<br>AM LV | | | 8.00<br>AM LV |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | | Daily | Daily | Daily | Daily | Daily Ex. Sun. |
| (4.00) | (1.00) | (1.10) | (1.43) | (1.47) | (1.55) | | | (54.92) | | | (1.30) | (1.30) | (1.30) | (0.55) | (4.20) |

★ Trains Nos. 297 and 298 may carry passengers.

**All trains must get orders or clearance cards before leaving Fresno.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: Stockton and Merced.

| FROM SAN FRANCISCO. | | | | | | | | TOWARD SAN FRANCISCO. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | First Class. | | | | TIME TABLE No. 80. Mar. 30, 1902. | | | First Class. | | Second Class. |
| 306 Passenger and Freight | 154 Passenger and Freight | 152 *Passenger | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA NILES. | STATIONS. | DISTANCE FROM MERCED. | Minimum running time between stations for freight trains—minutes. | 151 *Passenger | 153 Passenger and Freight | 305 Passenger and Freight |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily | | | | | | Daily | Daily Ex. Sun. | Daily Ex. Sun. |
| AM LV 9.55 | PM LV 1.07 | PM LV 1.12 | 12 | 91.70 | .DN.. **STOCKTON** ...W.<br>6.00 | 72.25 | 13 | AM AR 11.20 | PM AR 3.42 | PM AR 5.30 |
| | | f | 3½ | 97.70 | **Charleston** (Spur)<br>1.70 | 66.25 | 4 | f | f | |
| | | f | 4½ | 99.40 | **Walthall** (Spur)<br>2.20 | 64.55 | 5 | f | f | |
| | f | | 6½ | 101.60 | **Holden** (Spur)<br>3.20 | 62.35 | 8 | f | f | |
| **10.42** | 1.35 | s 1.40 | | 104.80 | .D..... **PETERS** .....W. | 59.15 | | **10.42** | 3.12 | 4.40 |
| MILTON BRANCH. | 1.40 | | 13¾ | 104.80 | .D..... **PETERS** .....W<br>5.70 | 59.15 | 20 | | s 3.12 | MILTON BRANCH. |
| | f 1.54 | | 14 | 110.50 | **Waverly**<br>5.80 | 64.85 | 22 | | f 2.57 | |
| | 2.10<br>PM AR | | | 116.30 | .D..... **Milton** | 70.65 | | | 2.40<br>PM LV | |
| **10.42** | | 1.40 | 8¾ | 104.80 | .D..... **PETERS** .....W.<br>4.40 | 59.15 | 11 | s **10.42** | | 4.40 |
| 10.58 | | s 1.50 | 6½ | 109.20 | .D... **Farmington** (Spur)<br>3.30 | 54.75 | 9 | s 10.33 | | 4.24 |
| | | f | 5½ | 112.50 | **Trigo** (Spur)<br>2.80 | 51.45 | 8 | f | | |
| 11.23 | | f 2.05 | 4¾ | 115.30 | **Cometa**<br>2.40 | 48.65 | 7 | f 10.18 | | 4.02 |
| | | f | 8 | 117.70 | **Clyde** (Spur)<br>4.00 | 46.25 | 10 | f | | |
| | | f | 3½ | 121.70 | **Burnett** (Spur)<br>1.70 | 42.25 | 5 | f | | |
| PM<br>12.25 | | 2.30<br>2.40 | 6 | 123.40 | .D..... **Oakdale** .....W.<br>4.00 | 40.55 | 9 | 10.00<br>9.50 | | 3.30 |
| 12.36 | | f **2.52** | 9 | 127.40 | **Claribel**<br>6.10 | 36.55 | 13½ | f 9.38 | | **2.52** |
| 12.55 | | s 3.08 | 2½ | 133.50 | .D.... **Waterford**<br>1.60 | 30.45 | 3¾ | s 9.22 | | 2.27 |
| 1.06 | | s 3.13 | 8¾ | 135.10 | .D..... **Hickman**<br>5.80 | 28.85 | 13¼ | s 9.17 | | 2.15 |
| 1.20<br>PM AR | | 3.30<br>3.40 | 9¼ | 140.90 | .D.... **Montpellier** ...W.<br>6.20 | 23.05 | 14 | 9.00<br>8.50 | | 2.00<br>PM LV |
| | | f 3.58 | 5½ | 147.10 | **Ryer**<br>2.70 | 16.85 | 8½ | f 8.32 | | |
| | | f | 4¾ | 149.80 | **Arundel** (Spur)<br>3.80 | 14.15 | 7¼ | f | | |
| | | f 4.18 | 7 | 153.60 | **Amsterdam**<br>4.70 | 10.35 | 10½ | f 8.12 | | |
| | | f | 8¾ | 158.30 | **Nairn** (Spur)<br>5.65 | 5.65 | 13½ | f | | |
| | | 4.50<br>PM AR | | 163.95 | .D..... **MERCED** .....W. | 0.00 | | 7.40<br>AM LV | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily | | | | | | Daily | Daily Ex. Sun. | Daily Ex. Sun. |
| (3.25) | (1.03) | (3.38) | | | (72.25) | | | (3.40) | (1.05) | (3.30) |

Train No. 154 has right of track over Train No. 153.

Train No. 306 has right of track over Train No. 305.

★ Trains Nos. 151 and 152 will handle freight between Montpellier and Merced.

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION.

## NAPA JUNCTION AND SANTA ROSA.

| | FROM SAN FRANCISCO. | | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 80. Mar. 30, 1902. | DISTANCE FROM SANTA ROSA. | Minimum running time between stations for freight trains—minutes. | TOWARD SAN FRANCISCO. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Third Class. | First Class. | | | | | | | First Class. | | Third Class. | |
| | 294 | 68 | 66 | | | | | | 65 | 67 | 293 | |
| | Santa Rosa Freight | Santa Rosa Passenger | Santa Rosa Passenger | | | STATIONS. | | | Santa Rosa Passenger | Santa Rosa Passenger | Santa Rosa Freight | |
| | Daily Ex. Sun. | Daily | Daily | | | | | | Daily | Daily | Daily Ex. Sun. | |
| | | PM LV 4.00 | AM LV 7.30 | | 0.00 | SAN FRANCISCO | 75.01 | | AM AR 9.25 | PM AR 6.25 | | |
| | | PM LV 5.31 | AM LV 9.05 | | 31.01 | D SOUTH VALLEJO W | 44.00 | | AM AR 7.37 | PM AR 4.40 | | |
| | AM LV 10.30 | PM LV 5.49 | AM LV 9.22 | | 38.31 | D NAPA JUNCTION<br>5.00 | 36.70 | | AM AR 7.20 | PM AR 4.24 | PM AR 5.20 | |
| | 10.44 | f 5.59 | f 9.33 | 8½ | 43.31 | Buchli<br>2.20 | 31.70 | 13½ | f 7.09 | f 4.15 | 5.00 | |
| | 10.50 | f 6.04 | f 9.38 | 3¾ | 45.51 | Merazo<br>4.80 | 29.50 | 6 | f 7.05 | f 4.10 | 4.50 | |
| | 11.35 | f 6.14 | s 9.48 | 8¼ | 50.31 | Shellville<br>3.12 | 24.70 | 15 | f 6.56 | s 4.01 | 4.30 | |
| | | | | 5¼ | 53.43 | Snyder (Spur)<br>1.38 | 21.58 | 8 | | | | |
| | 11.52 | s 6.23 | s 9.58 | 2½ | 54.81 | D El Verano W<br>1.61 | 20.20 | 4 | s 6.48 | s **3.52** | **3.52** | |
| | | f | f | 2¾ | 56.42 | Agua Caliente (Spur)<br>0.79 | 18.59 | 5 | f | f | | |
| | | f | f | 1¼ | 57.21 | Sobre Vista (Spur)<br>0.70 | 17.80 | 2 | f | f | | |
| | PM 12.02 | f 6.30 | f 10.06 | 1¼ | 57.91 | Yulupa<br>0.69 | 17.10 | 2 | f 6.42 | f 3.46 | 3.26 | |
| | 12.06 | f 6.32 | f 10.08 | 1¼ | 58.60 | Gelston<br>1.51 | 16.41 | 2 | f 6.39 | f 3.43 | 3.23 | |
| | 12.17 | s 6.35 | s 10.12 | 2½ | 60.11 | Glen Ellen<br>0.60 | 14.90 | 4½ | s 6.36 | s 3.40 | 3.18 | |
| | 12.19 | f 6.36 | f 10.14 | 1 | 60.71 | Warfield<br>1.40 | 14.30 | 1½ | f 6.34 | f 3.38 | 3.10 | |
| | 12.23 | f 6.39 | f 10.17 | 2½ | 62.11 | Beltane<br>1.70 | 12.90 | 3½ | f 6.31 | f 3.34 | 3.05 | |
| | 12.28 | f 6.43 | f 10.21 | 3 | 63.81 | Wildwood<br>0.70 | 11.20 | 4½ | f 6.27 | f 3.29 | 2.58 | |
| | 12.40 | s 6.46 | s 10.24 | 1¼ | 64.51 | D Kenwood<br>1.43 | 10.50 | 2 | s 6.25 | s 3.27 | 2.56 | |
| | | f | f | 2½ | 65.94 | Lawndale (Spur)<br>0.67 | 9.07 | 4 | f | f | | |
| | 12.47 | f 6.52 | f 10.30 | 1¼ | 66.61 | Los Guilicos<br>1.30 | 8.40 | 2 | f 6.19 | f 3.21 | 2.42 | |
| | 12.52 | f 6.55 | f 10.33 | 2¼ | 67.91 | Annadel<br>1.41 | 7.10 | 4 | f 6.16 | f 3.17 | 2.37 | |
| | | | | | 69.32 | Borg (Spur)<br>0.18 | 5.69 | | | | | |
| | | | | 4¼ | 69.50 | Oleson (Spur)<br>0.91 | 5.51 | 7½ | | | | |
| | 1.00 | f 7.01 | f 10.39 | | 70.41 | Melitta<br>1.69 | 4.60 | | f 6.10 | f 3.11 | 2.28 | |
| | | | | 2¾ | 72.10 | Baku (Spur)<br>2.91 | 2.91 | 5 | | | | |
| | 1.15 PM AR | 7.12 PM AR | 10.50 AM AR | 5 | 75.01 | D SANTA ROSA W | 0.00 | 9 | 6.00 AM LV | 3.00 PM LV | 2.10 PM LV | |
| | Daily Ex. Sun. | Daily | Daily | | | | | | Daily | Daily | Daily Ex. Sun. | |
| | (2.45) | (1.23) | (1.28) | | | (36.70) | | | (1.20) | (1.24) | (3.10) | |

Trains Nos. 65, 66, 67 and 68 will, during the hunting season, stop at cabin near Culvert 72–E, on signal.
Train No. 294 has right of track over Train No. 293.

## ELMIRA AND RUMSEY.

| | FROM SAN FRANCISCO. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 80. Mar. 30, 1902. | DISTANCE FROM RUMSEY. | Minimum running time between stations for freight trains—minutes. | TOWARD SAN FRANCISCO. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First Class. | | | | | | | First Class. | | |
| | 80 | 78 | | | | | | 77 | 79 | |
| | Winters Passenger | Rumsey Passenger and Freight | | | STATIONS. | | | Rumsey Passenger and Freight | Winters Passenger | |
| | Daily | Daily | | | | | | Daily | Daily | |
| | PM LV 3.00 | AM LV 7.00 | | 0.00 | SAN FRANCISCO<br>60.32 | 111.37 | | PM AR 7.55 | AM AR 10.55 | |
| | PM LV 6.05 | AM LV 9.55 | | 60.32 | D ELMIRA W<br>4.24 | 51.05 | | PM AR 4.55 | AM AR 7.50 | |
| | s 6.15 | s 10.05 | 8½ | 64.56 | D Vacaville<br>1.89 | 46.81 | 11½ | s 4.40 | s 7.40 | |
| | f | f | 3¾ | 66.45 | Violet (Spur)<br>2.82 | 44.92 | 5 | f | f | |
| | f | f | 5¾ | 69.27 | Hartley (Spur)<br>1.95 | 42.10 | 7½ | f | f | |
| | f | f | 4 | 71.22 | Allendale (Spur)<br>3.63 | 40.15 | 5 | f | f | |
| | f 6.36 | f 10.33 | 7¼ | 74.85 | Wolfskill<br>1.97 | 36.52 | 9½ | f 3.51 | f 7.14 | |
| | 6.40 PM AR | s 10.42 | 4 | 76.82 | D Winters W<br>4.37 | 34.55 | 6 | s 3.45 | 7.10 AM LV | |
| | | f 10.54 | 8¾ | 81.19 | Ely<br>3.15 | 30.18 | 11½ | f 3.21 | | |
| | | f 11.03 | 6¼ | 84.34 | Citrona<br>3.33 | 27.03 | 8½ | f 3.12 | | |
| | | s 11.13 | 6¾ | 87.67 | Madison W<br>3.10 | 23.70 | 9 | s 3.01 | | |
| | | s 11.22 | 6¼ | 90.77 | Esparto W<br>1.87 | 20.60 | 10½ | s 2.51 | | |
| | | | 3¾ | 92.64 | Corfu (Spur)<br>0.73 | 18.73 | 6 | | | |
| | | f 11.30 | 1½ | 93.37 | Capay<br>4.10 | 18.00 | 3 | f 2.40 | | |
| | | f 11.43 | 8¼ | 97.47 | Cadanassa<br>4.20 | 13.90 | 14 | f 2.27 | | |
| | | f 11.57 | 8½ | 101.67 | Tancred<br>2.50 | 9.70 | 14 | f 2.12 | | |
| | | PM f 12.05 | 5 | 104.17 | Surrey<br>1.00 | 7.20 | 8½ | f 2.03 | | |
| | | f 12.09 | 2 | 105.17 | Amaranth<br>1.20 | 6.20 | 3½ | f 1.59 | | |
| | | s 12.25 | 2½ | 106.37 | D Guinda<br>0.70 | 5.00 | 4 | 1.55<br>1.12 | | |
| | | f 12.28 | 1½ | 107.07 | Sauterne<br>1.70 | 4.30 | 2 | f 1.10 | | |
| | | f 12.32 | 3½ | 108.77 | Cashmere<br>2.60 | 2.60 | 6 | f 1.06 | | |
| | | 12.40 PM AR | 5¼ | 111.37 | RUMSEY W | 0.00 | 10 | 1.00 PM LV | | |
| | Daily | Daily | | | | | | Daily | Daily | |
| | (0.35) | (2.45) | | | (51.05) | | | (3.55) | (0.40) | |

Train No. 78 has right of track over Train No. 77.

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: South Vallejo, Suisun and Calistoga.

## FROM SAN FRANCISCO.

| Third Class.<br>296<br>Santa Rosa Freight<br>Daily Ex. Sun. | Third Class.<br>264<br>Calistoga Freight<br>Daily Ex. Sun. | Second Class.<br>74<br>Suisun Passenger<br>Daily | Second Class.<br>72<br>Suisun Passenger and Freight<br>Daily | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 80. Mar. 30, 1902.<br>STATIONS. |
|---|---|---|---|---|---|---|
| | | PM LV<br>3.45 | AM LV<br>6.40 | .... | 31.01 | SOUTH VALLEJO |
| PM LV<br>6.05 | PM LV<br>4.55 | PM LV<br>4.25 | AM LV<br>7.24 | | 38.31 | D.. NAPA JUNCTION<br>3.66 |
| 6.45 | **5.32** | f 4.35 | f 7.37 | 6¼ | 41.97 | Creston W.<br>3.92 |
| 7.05 | 6.05 | s 4.45 | s **7.49** | 6¾ | 45.89 | D.. Cordelia<br>1.36 |
| | | | | 2 | 47.25 | Thomasson (Spur)<br>1.68 |
| | | | | 2½ | 48.93 | Subeet (Spur)<br>2.18 |
| 7.30<br>PM AR | 6.45<br>PM AR | 4.55<br>PM AR | 8.02<br>AM AR | 3¼ | 51.11 | D.. SUISUN W. |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | | | |
| (1.25) | (1.50) | (0.30) | (0.38) | | | (12.80) |

## FROM SAN FRANCISCO.

| Third Class.<br>262<br>Calistoga Freight<br>Daily Ex. Sun. | Second Class.<br>74<br>Suisun Passenger and Freight<br>Daily | Second Class.<br>72<br>Suisun Passenger and Freight<br>Daily | First Class.<br>68<br>Santa Rosa Passenger<br>Daily | First Class.<br>66<br>Santa Rosa Passenger<br>Daily | First Class.<br>64<br>Calistoga Passenger<br>Daily | First Class.<br>62<br>Calistoga Passenger<br>Daily | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 80. Mar. 30, 1902.<br>STATIONS. |
|---|---|---|---|---|---|---|---|---|---|
| | | | PM LV<br>4.00 | AM LV<br>7.30 | PM LV<br>4.00 | AM LV<br>7.30 | .... | 0.00 | SAN FRANCISCO |
| | PM LV<br>3.45 | AM LV<br>6.40 | PM LV<br>5.31 | AM LV<br>9.05 | PM LV<br>5.40 | AM LV<br>9.10 | | 31.01 | D.. SOUTH VALLEJO W.<br>1.10 |
| | s 3.50 | s 6.45 | s 5.34 | s 9.08 | s 5.43 | s 9.13 | 2 | 32.11 | North Vallejo<br>3.28 |
| | f 4.01 | f 6.56 | f 5.41 | f 9.14 | 5.50 | 9.20 | 4¼ | 35.39 | Flosden<br>2.92 |
| | 4.10<br>PM AR | 7.05<br>AM AR | 5.48<br>PM AR | 9.20<br>AM AR | **5.55** | s 9.25 | 4 | 38.31 | D.. NAPA JUNCTION |
| AM LV<br>9.05 | | | | | 5.56 | 9.25 | | 38.31 | D.. NAPA JUNCTION<br>3.75 |
| 9.15 | | | | | f 6.02 | f 9.31 | 4 | 42.06 | Thompson (Spur)<br>3.10 |
| | | | | | | | 3¼ | 45.16 | Imola (Spur)<br>1.31 |
| **9.43** | | | | | s 6.12 | s **9.43** | 1½ | 46.47 | D.. Napa W.<br>2.33 |
| 10.15 | | | | | f 6.17 | f 9.49 | | 48.80 | Union<br>2.31 |
| 10.30 | | | | | f 6.22 | f 9.55 | 9 | 51.11 | Oak Knoll<br>1.68 |
| 10.41 | | | | | f 6.27 | f 10.00 | | 52.79 | Trubody<br>2.26 |
| 10.55 | | | | | s 6.32 | s 10.07 | | 55.05 | D.. Yountville<br>3.44 |
| 11.17 | | | | | s 6.40 | s 10.14 | 3¾ | 58.49 | D.. Oakville<br>1.89 |
| 11.30 | | | | | s 6.45 | s 10.18 | 2 | 60.38 | D.. Rutherford<br>1.94 |
| 11.38 | | | | | f 6.49 | f 10.22 | | 62.32 | Zinfandel<br>0.77 |
| | | | | | | | 4 | 63.09 | Thomann (Spur)<br>0.35 |
| 11.45 | | | | | f 6.52 | f 10.24 | | 63.44 | Crane<br>0.92 |
| PM<br>12.01 | | | | | s 6.56 | s 10.29 | | 64.36 | St. Helena<br>1.24 |
| 12.05 | | | | | 6.58 | 10.31 | | 65.60 | Krug<br>0.75 |
| 12.08 | | | | | f 7.00 | f 10.33 | | 66.35 | Barro<br>2.18 |
| | | | | | f ...... | f ...... | 9 | 68.53 | Bale (Spur) W.<br>0.74 |
| 12.18 | | | | | f 7.05 | f 10.38 | | 69.27 | Larkmead<br>0.67 |
| | | | | | f ...... | f ...... | | 69.94 | Maple W.<br>2.85 |
| 12.30<br>PM AR | | | | | 7.12<br>PM AR | 10.45<br>AM AR | | 72.79 | D.. CALISTOGA W. |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| (3.25) | (0.25) | (0.25) | (0.17) | (0.15) | (1.32) | (1.35) | | | (41.78) |

Trains Nos. 62 and 64 will stop at Suscol on signal.
Trains Nos. 62 and 64 will stop at Middleton on signal.
Trains Nos. 66 and 68 will stop at Orphans' Home on signal.

**☞FOOT-NOTE.—Train No. 74 has right of track over Train No. 73.**
**☞FOOT-NOTE.—Train No. 262 has right of track over Train No. 261.**
**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# WESTERN DIVISION: South Vallejo, Suisun and Calistoga.

## TOWARD SAN FRANCISCO.

| TIME TABLE No. 80. Mar. 30, 1902. STATIONS. | DISTANCE FROM CALISTOGA. | Minimum running time between stations for freight trains—minutes. | First Class. 61 Calistoga Passenger Daily | First Class. 63 Calistoga Passenger Daily | First Class. 65 Santa Rosa Passenger Daily | First Class. 67 Santa Rosa Passenger Daily | | Second Class. 71 Suisun Passenger and Freight Daily | Second Class. 73 Suisun Passenger and Freight Daily | | Third Class. 261 Calistoga Freight Daily Ex. Sun. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| .....**SAN FRANCISCO**.. | 72.79 | ..... | AM AR<br>9.25 | PM AR<br>6.25 | AM AR<br>9.25 | PM AR<br>6.25 | | | | | | | |
| .D.. **SOUTH VALLEJO** W.<br>1.10 | 41.78 | 4 | AM AR<br>7.30 | PM AR<br>4.32 | AM AR<br>7.37 | PM AR<br>4.40 | | AM AR<br>10.35 | PM AR<br>6.25 | | | | |
| .....**North Vallejo**......<br>3.28 | 40.68 | 8½ | s 7.27 | s 4.29 | s 7.34 | s 4.37 | | s 10.30 | s 6.20 | | | | |
| .....**Flosden**..........<br>2.92 | 37.40 | 8 | 7.21 | 4.23 | f 7.28 | f 4.31 | | f 10.14 | f 6.07 | | | | |
| .D.. **NAPA JUNCTION** .. | 34.48 | | 7.16 | 4.17 | 7.22<br>AM LV | 4.25<br>PM LV | | 10.00<br>AM LV | **5.55**<br>PM LV | | | | |
| .D.. **NAPA JUNCTION** ..<br>3.75 | 34.48 | 8 | s 7.16 | 4.16 | | | | | | | PM AR<br>4.35 | | |
| .....**Thompson**....(Spur).<br>3.10 | 30.73 | 6½ | f 7.09 | f 4.08 | | | | | | | 4.24 | | |
| .....**Imola** ........(Spur).<br>1.31 | 27.63 | 3 | | | | | | | | | | | |
| .D.. **Napa**..........W.<br>2.33 | 26.32 | 18 | s 7.02 | s **3.58** | | | | | | | **3.58** | | |
| .....**Union**..........<br>2.31 | 23.99 | | f 6.55 | f 3.48 | | | | | | | 3.07 | | |
| .....**Oak Knoll**........<br>1.68 | 21.68 | | f 6.50 | f 3.42 | | | | | | | 2.55 | | |
| .....**Trubody** ........<br>2.26 | 20.00 | | f 6.47 | f 3.38 | | | | | | | 2.47 | | |
| .....**Yountville**......W.<br>3.44 | 17.74 | 7½ | s 6.42 | s 3.32 | | | | | | | 2.35 | | |
| .D.. **Oakville**.........<br>1.89 | 14.30 | 4 | s 6.36 | s 3.23 | | | | | | | 2.17 | | |
| .D.. **Rutherford**.........<br>1.94 | 12.41 | 8 | s 6.32 | s 3.18 | | | | | | | 2.07 | | |
| .....**Zinfandel** .........<br>0.77 | 10.47 | | f 6.28 | f 3.13 | | | | | | | 1.57 | | |
| .....**Thomann**.....(Spur).<br>0.35 | 9.70 | | | | | | | | | | | | |
| .....**Crane**...........<br>0.92 | 9.35 | | f 6.26 | f 3.11 | | | | | | | 1.51 | | |
| .....**St. Helena** ........<br>1.24 | 8.43 | 18 | s 6.25 | s 3.09 | | | | | | | 1.45 | | |
| .....**Krug**...........<br>0.75 | 7.19 | | 6.22 | 3.04 | | | | | | | 1.31 | | |
| .....**Barro**...........<br>2.18 | 6.44 | | f 6.21 | f 3.03 | | | | | | | 1.28 | | |
| .....**Bale** ......(Spur).W.<br>0.74 | 4.26 | | f ...... | f ...... | | | | | | | | | |
| .....**Larkmead**.........<br>0.67 | 3.52 | | f 6.16 | f 2.56 | | | | | | | 1.17 | | |
| .....**Maple**..........W.<br>2.85 | 2.85 | | f ...... | f ...... | | | | | | | | | |
| .D.. **CALISTOGA**.....W. | 0.00 | | 6.10<br>AM LV | 2.49<br>PM LV | | | | | | | 1.05<br>PM LV | | |
| | | | Daily | Daily | Daily | Daily | | Daily | Daily | | Daily Ex. Sun. | | |
| (41.78) | | | (1.20) | (1.43) | (0.15) | (0.15) | | (0.35) | (0.30) | | (3.30) | | |

## TOWARD SAN FRANCISCO.

| TIME TABLE No. 80. Mar. 30, 1902. STATIONS. | DISTANCE FROM SUISUN. | Minimum running time between stations for freight trains—minutes. | Second Class. 71 Suisun Passenger Daily | Second Class. 73 Suisun Passenger Daily | | Third Class. 263 Calistoga Freight Daily Ex. Sun. | Third Class. 295 Santa Rosa Freight Daily Ex. Sun. | |
|---|---|---|---|---|---|---|---|---|
| .....**SOUTH VALLEJO**... | 20.10 | ..... | AM AR<br>10.35 | PM AR<br>6.25 | | | | |
| .D.. **NAPA JUNCTION** ..<br>3.66 | 12.80 | 9½ | AM AR<br>9.15 | PM AR<br>5.45 | | AM AR<br>8.40 | AM AR<br>10.10 | |
| .....**Creston** ........W.<br>3.92 | 9.14 | 10 | f 9.00 | f **5.32** | | 8.20 | 9.50 | |
| .D.. **Cordelia** ..........<br>1.36 | 5.22 | 3 | s 8.45 | s 5.20 | | **7.49** | 9.10 | |
| .....**Thomasson**...(Spur).<br>1.68 | 3.86 | 4 | | | | | | |
| .....**Subeet**.......(Spur).<br>2.18 | 2.18 | 5 | | | | | | |
| .D.. **SUISUN**........W. | 0.00 | | 8.30<br>AM LV | 5.10<br>PM LV | | 7.15<br>AM LV | 8.45<br>AM LV | |
| | | | Daily | Daily | | Daily Ex. Sun. | Daily Ex. Sun. | |
| (12.80) | | | (0.45) | (0.35) | | (1.25) | (1.25) | |

Trains Nos. 61 and 63 will stop at Suscol on signal.
Trains Nos. 61 and 63 will stop at Middleton on signal.
Trains Nos. 65 and 67 will stop at Orphans' Home on signal.

**☞ FOOT-NOTE.—Train No. 74 has right of track over Train No. 73.**
**☞ FOOT-NOTE.—Train No. 262 has right of track over Train No. 261.**
**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See rule 384.**

# WESTERN DIVISION: Woodbridge and Valley Spring.

| FROM SAN FRANCISCO. | | | | | TIME TABLE No. 80. Mar. 30, 1902. | | | TOWARD SAN FRANCISCO. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | First Class. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | | DISTANCE FROM VALLEY SPRING. | Minimum running time between stations for freight trains—minutes. | First Class. | | Second Class. |
| 312 | 164 | 162 | | | STATIONS. | | | 161 | 163 | 311 |
| Passenger and Freight | Passenger | Passenger | | | | | | Passenger | Passenger | Passenger and Freight |
| Daily Ex. Sun. | Sunday Only | Daily | | | | | | Daily | Sunday Only | Daily Ex. Sun. |
| ........ | ........ | AM LV 8.30 | .... | 0.0 | SAN FRANCISCO | 131.0 | .... | PM AR 4.25 | ........ | ........ |
| AM LV 6.20 | AM LV 8.05 | ........ | | 106.8 | WOODBRIDGE .. W.<br>2.6 | 29.4 | | ........ | PM AR 5.05 | PM AR 6.10 |
| s 6.50 | s 8.27 | PM LV 1.40 | 7 | 104.2 | D ....... Lodi<br>2.9 | 26.8 | 8 | AM AR 11.20 | s 4.45 | s 5.30 |
| f 7.00 | f 8.36 | f 1.49 | 5¾ | 107.1 | ....... Gillespie<br>4.4 | 23.9 | 9 | f 11.10 | f 4.36 | f 5.15 |
| s 7.30 | s 8.48 | s 2.00 | 8¾ | 111.5 | D .... Lockeford .... W.<br>3.9 | 19.5 | 13 | s 10.59 | s 4.26 | s 5.03 |
| s 7.55 | s 8.58 | s 2.11 | 7¾ | 115.4 | D ..... Clements<br>6.2 | 15.6 | 12 | s 10.48 | s 4.15 | s 4.39 |
| s 8.20 | s 9.16 | s 2.30 | 12½ | 121.6 | D ..... Wallace<br>5.6 | 9.4 | 18½ | s 10.31 | s 3.58 | s 4.15 |
| s 8.45 | s 9.33 | s 2.49 | 13½ | 127.2 | ........ Helisma<br>3.0 | 3.8 | 17 | s 10.15 | s 3.40 | s 3.55 |
| f ...... | f ...... | f ...... | 6 | 130.2 | ........ Norval ... (Spur)<br>0.8 | 0.8 | 9 | f ...... | f ...... | f ...... |
| 9.10 AM AR | 9.45 AM AR | 3.10 PM AR | 2 | 131.0 | D .. VALLEY SPRING . W. | 0.0 | 2½ | 9.55 AM LV | 3.20 PM LV | 3.35 PM LV |
| Daily Ex. Sun. | Sunday Only | Daily | | | | | | Daily | Sunday Only | Daily Ex. Sun. |
| (2.50) | (1.40) | (1.30) | | | (29.4) | | | (1.25) | (1.45) | (2.35) |

Train No. 162 has right of track over train No. 163.

Trains Nos. 164 and 312 have right of track over train No. 161.

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# SPECIAL RULES.

**Standard clocks are located at Oakland Pier, West Oakland (telegraph office), Tracy, Mendota, Stockton, Lodi, Galt, Berenda, South Vallejo, Suisun and Elmira.**

## OAKLAND.

The following rules will govern the use of the old Western Division trestle between the Pier and roundhouse:

All engines or trains bound *toward* San Francisco will have the right of track from the even hour until fifteen minutes past, and from the half-hour until forty-five minutes past, or the *first* and *third* quarters of the hour.

All engines or trains bound *from* San Francisco will have the right of track from fifteen minutes past the hour until thirty minutes past, and from forty-five minutes past the hour until the even hour, or the *second* and *fourth* quarters of the hour.

During fog, or when the whole length of the trestle cannot be seen, *day* or *night*, this must be carefully observed; but in clear weather, when all can be easily seen, engines may pass up and down, looking out for themselves. At night a *white* light *must be shown* on the end of the car, engine or tender which is *in advance.*

*Not less than three minutes must be used between the shop switch and the roundhouse.*

The following signals in the Oakland Interlocking System are assigned to special routes as noted. All other signals in the system govern tracks in accordance with Standard Rules. (See page 84.)

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1 and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right-hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2, as follows:

Post over track No. 1 carries signals 35 and 37.
  Signal 35 into track No. 2.
  Signal No. 37 across tracks 2 and 3 into track 4.

Post over track No. 2 carries signals 39 and 41.
  Signal 39 out track 2.
  Signal 41 across track 3 and into track 4.

Post over track No. 3 carries signals 43 and 45.
  Signal 43 out track 3.
  Signal 45 into track 4.

Post over track No. 4 carries signals 47 and 49.
  Signal 47 out track 4.
  Short arm switching signal 49 to tracks 3 or 2.

East-bound Signal Bridge No. 2 as below:

Post over track No. 1 carries signal No. 51.
  Short arm switching signal 51 out track 1 or across tracks 2 and 3 and into track 4.

Post over track No. 2 carries signals 53 and 55.
  Signal 53 out track 2.
  Short arm switching signal 55 into track 1.

Post over track No. 3 carries signals 57 and 59.
  Signal 57 into track 2.
  Short arm switching signal 59 into track 1.

Post over track No. 4 carries signals 61 and 63.
  Signal 61 out on track 4.
  Signal 63 across track 3 and out on track 2.

Trains coming from Oakland Wharf trestle will be governed by signals Nos. 65 and 67 on signal pole.
  Signal 65 across tracks 1, 2, 3 and 4 into shop trestle.
  Short arm switching signal 67 into track 1.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2 and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Right-hand post carries signals 30 and 32.
  Signal 30 in on track 1.
  Signal 32 in on tracks 2, 3 or 4.

Left-hand post carries signals 34 and 36.
  Signal 34 in on track 3.
  Signal 36 in on track 4, or into Long Wharf track, or into and west on track 1, or into track 1 and across into track 2.

West-bound signals on Bridge No. 2 are good only to Bridge No. 1, as below:

Post over track No. 1 carries signal 18.
  Signal 18 in on track 1.

Post over track No. 2 carries signal 20.
  Signal 20 in on track 2.

Post over track No. 3 carries signals 22 and 24.
  Signal 22 in on track 3.
  Signal 24 in on track 2 or 1.

Post over track No. 4 carries signals 26 and 28.
  Signal 26 in on track 4.
  Short arm switching signal 28 in on tracks 3, 2 or 1.

West-bound signals on Bridge No. 1, as below:

Post over track No. 1 carries signal 8.
  Signal 8 in on tracks 1, 2, 3, 4 or 5.

Post over track No. 2 carries signal 10.
  Signal 10 in on tracks 6, 7 or 8.

Post over track No. 3 carries signal 12.
  Signal 12 in on tracks 9, 10, 11 or 12.

Post over track No. 4 carries signals 14 and 16.
  Signal 14 in on tracks 13, 14, 15 or 16.
  Short arm switching signal 16 in on storage tracks.

Trains coming from shop trestle will be governed by dwarf signals Nos. 38 and 40, as below:

  Signal 38 across tracks 4, 3, 2 and 1 and in on wharf trestle.

  Signal 40 across tracks 4, 3 and 2 and in on track 1, or in on track 4.

*When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system no such signal should be given or obeyed unless green flag or green lantern is used.*

## SAN FRANCISCO AND PORT COSTA.

**Between Oakland (16th Street) and Port Costa the Manual Block System is in operation. Conductors and enginemen will provide themselves with copies of Block Signal Rules and will govern themselves accordingly within the above-named limits.**

**Block Signal Rules provide that block signals do not affect the rights of trains under the time-table or train rules, nor dispense with the use or observance of other signals whenever they may be required.**

The limits of Oakland Yard will extend from Alice Street, on Niles Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trainmen must not depend upon the Block System to protect their trains, but wherever necessary must see that the train is protected by flag, as per Rule 399.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give one long blast of the whistle, thus, ———, as a signal to the switchman.

Trains or engines going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —.

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

West-bound main-line trains coming into 16th Street must not pass the Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while the Berkeley train is there.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

Between 16th Street, Oakland, and Port Costa, trains will run on right-hand track. The switches at 16th Street will be controlled by towermen, and trains and engines will be governed by their signals.

At Port Costa the double-track switch will stand for the right-hand track, and east-bound trains will open and close it. The target and switch light will stand clear for right-hand track going onto double track, and red when going off of the double track onto the single track.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits *all* trains must run with great care, expecting to find main track occupied. Passenger trains *must* reduce speed going around obscure curves. *Regular trains*, when *twenty* minutes or more *late*, and *all irregular trains and engines*, will *lookout for themselves* against yard engines, which will be allowed to use the track. Regular trains will lose time if necessary to carry out this rule. All trains and engines will be governed by the flags shown from flag houses in this yard. Switches on long siding, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding, as this track is for special use of yard engines.

## PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard will extend to and include Mail Dock Switch.

West-bound trains will take the siding at Benicia when they arrive there to meet a train of the same class that will come off the boat.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains must be handled with care and kept under control, and the bell must be rung constantly.

The speed of trains must not exceed fifteen miles per hour while crossing bridge over Putah Creek three miles west of Davis.

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

# SPECIAL RULES—Continued.

## TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

## LATHROP AND MERCED.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Lodi line.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

## MERCED, RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

## PORT COSTA, SAN RAMON AND TRACY.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

At Port Costa the double-track switch will stand for the right-hand track, and east-bound trains will open and close it. The target and switch light will stand clear for right-hand track going onto double track, and red when going off of the double track onto the single track.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits *all* trains must run with great care, expecting to find main track occupied. Passenger trains *must* reduce speed going around obscure curves. *Regular trains*, when *twenty* minutes or more *late*, and *all irregular trains and engines*, will *look out for themselves* against yard engines, which will be allowed to use the track. Regular trains will lose time if necessary to carry out this rule. All trains and engines will be governed by the flags shown from flag houses in this yard. Switches on long siding, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding, as this track is for special use of yard engines.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed eight (8) miles per hour.

## SAN FRANCISCO AND SAN JOSE.

The limits of Oakland Yard will extend from Alice Street, on Niles Line, through West Oakland Yard to Oakland Wharf and to 16th St. Station on Port Costa Line.

Trainmen must not depend upon the Block System to protect their trains, but wherever necessary must see that the train is protected by flag as per Rule 399.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give two long blasts of the whistle, thus, ——— ———, as a signal to the switchman.

Double-track switch at East Oakland will stand for right-hand track coming onto the double track and it will have to be opened and closed for east-bound trains. The target and switch light will stand clear for west-bound trains coming onto double track, and red for east-bound trains when going off double track onto single track. In crossing trestle between East Oakland and First Street trains arriving at either end of trestle will proceed when signal stands at clear. Should signal be at danger west-bound trains will wait three minutes and east-bound will wait five minutes and then proceed as per Rule 706. East-bound trains must not exceed 12 miles per hour while passing through the turnout curves at each end of the gauntletted track.

All trains or engines will approach the local crossing switches at Fruitvale with great care, and know the way is clear before passing over. They will be held responsible if they strike anything on the crossing.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

All trains or engines must reduce rate of speed to six (6) miles per hour while running within the city limits of San Jose.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when crossing Peralta Street, when running between Market and Alice Streets on First Street, and in going over the crossing at the water tank at East Oakland; also when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

By ordinance, trains are prohibited from meeting between a point 100 feet west of the westerly line of Washington Street and 100 feet east of the easterly line of Broadway Street, Oakland. If, on account of fog, it should be found that two trains have entered these limits, or if, on account of accident, it should be necessary to get one train by another within these limits, the higher-classed train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

## NILES AND LODI.

*Between the slow boards* designating the limits of the city of Stockton, the speed of trains must not exceed eight (8) miles per hour; and irregular trains and engines and trains behind time will keep sharp lookout, and run with care, expecting to find main track occupied.

Interlocking signals have been placed to govern the crossing at Sacramento and Taylor Streets in Stockton, of the tracks of the San Francisco & San Joaquin Valley Ry. and this company. Trainmen and enginemen must carefully observe the position of the signals and be governed accordingly.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota Lines.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Lodi line.

## LODI, IONE AND SACRAMENTO.

The limits of Sacramento yard will extend to and include switch at Homestead station. Within the limits of the yard all trains must be handled with care and kept under control, and the bell must be rung constantly.

## SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

## NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

## ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

Semaphore signals, interlocked with the drawbridges at such points, having been put up at San Joaquin River between Minard and Lathrop, Pacheco Slough at Avon and Cordelia Slough at Oluta, trains approaching these drawbridges from either direction and finding the semaphores at "clear," may pass over the drawbridges without coming to a full stop, speed, however, to be reduced so as not to exceed fifteen miles per hour. If signals are found at danger trains must be brought to a full stop, and crew be governed by Rule 706.

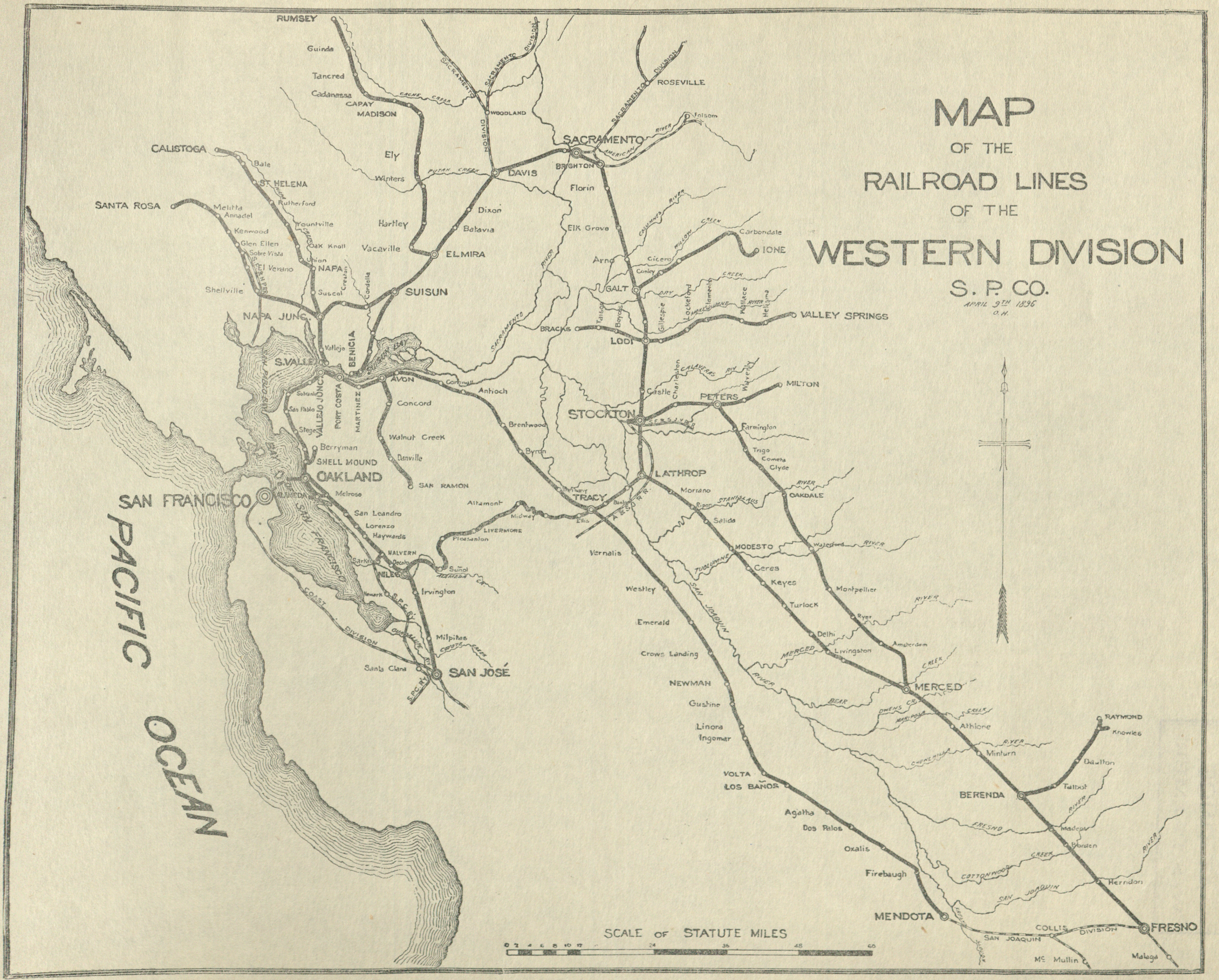
"Referring to Rule 710 concerning distant signals on page 79 in book of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

In addition to junctions and terminals, 16th Street and First Street (Oakland), Livermore, Oakdale, Martinez and Benicia will be registering stations.

Engineers, before leaving any registering stations, except terminals, will require from the conductor a memorandum showing the numbers of all *ruling* trains, and stating that he has checked the register and that they have all arrived or departed, as the case may be.

*Passenger Trains* must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

*Freight trains* must not be run from instant of departure from any station to instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"



# MAP
OF THE
RAILROAD LINES
OF THE
WESTERN DIVISION
S. P. CO.

April 9th 1896
O. H.

RUMSEY
Guinda
Tancred
Cadanessa
CAPAY
MADISON
Ely
Winters
CALISTOGA
Bale
ST. HELENA
Rutherford
SANTA ROSA
Melitta
Annadel
Kenwood
Glen Ellen
Sobre Vista
El Verano
Yountville
Oak Knoll
Union
NAPA
Shellville
Suscol
Creston
Cordelia
NAPA JUNC.
S. VALLEJO
Vallejo
BENICIA
SUISUN BAY
Hartley
Vacaville
ELMIRA
SUISUN
Dixon
Batavia
DAVIS
PUTAH CREEK
CACHE CREEK
WOODLAND
SACRAMENTO DIVISION
SACRAMENTO
BRIGHTON
AMERICAN RIVER
Folsom
ROSEVILLE
Florin
Elk Grove
Arno
GALT
Cicero
Conley
Carbondale
IONE
Bracks
Lodi
Gillespie
Lockeford
Wallace
VALLEY SPRINGS
SACRAMENTO RIVER
MOKELUMNE RIVER
DRY CREEK
Selby
Sobrante
San Pablo
Stege
VALLEJO JUNC.
PORT COSTA
MARTINEZ
AVON
Cornwall
Antioch
Concord
Walnut Creek
Danville
SAN RAMON
Brentwood
Byron
Berryman
SHELL MOUND
OAKLAND
SAN FRANCISCO
ALAMEDA
Melrose
San Leandro
Lorenzo
Haywards
SAN FRANCISCO BAY
NILES
Decoto
Sunol
ALAMEDA CR.
Pleasanton
LIVERMORE
Altamont
Midway
Bethany
TRACY
Ellis
Banta
Newark
Irvington
Milpitas
COYOTE CREEK
Santa Clara
SAN JOSÉ
S. P. C. RY.
COAST DIVISION
PACIFIC OCEAN
Castle
CALAVERAS RIV.
Charleston
Waverly
PETERS
MILTON
STOCKTON
Farmington
Trigo
Cometa
Clyde
LATHROP
Morano
Ripon
STANISLAUS RIVER
Salida
OAKDALE
A. & S. R.R.
Vernalis
MODESTO
Waterford
TUOLUMNE RIVER
Ceres
Keyes
Turlock
Westley
Emerald
SAN JOAQUIN
Montpellier
Ryer
Delhi
Livingston
Amsterdam
MERCED RIVER
Crows Landing
NEWMAN
Gustine
Linora
Ingomar
MERCED
BEAR CREEK
OWENS CR.
MARIPOSA CREEK
Athlone
CHOWCHILLA RIVER
Minturn
RAYMOND
Knowles
Daulton
BERENDA
Talbot
VOLTA
LOS BAÑOS
Agatha
Dos Palos
Oxalis
Firebaugh
FRESNO RIVER
Madera
Borden
COTTONWOOD CREEK
SAN JOAQUIN RIVER
Herndon
MENDOTA
FRESNO SLOUGH
SAN JOAQUIN
COLLIS
DIVISION
FRESNO
McMullin
Malaga
SCALE OF STATUTE MILES
0 2 4 6 8 10 12
24
36
48
60

E B Carson
S F

WIRE RECEIPT
AT ONCE.
W. S. PALMER.

W